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Hongkong Daily Press.

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HONGKONG, MONDAY, MARCH 2ND. 1903

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 9.30 a.m. to 10.00 a.m. ... Every 10 minutes.
 10.00 a.m. to 10.30 a.m. ... Every 15 minutes.
 10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
 11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
 11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
 12.00 p.m. to 12.30 p.m. ... Every 15 minutes.
 12.30 p.m. to 1.00 p.m. ... Every 10 minutes.
 1.00 p.m. to 1.30 p.m. ... Every 15 minutes.
 1.30 p.m. to 2.00 p.m. ... Every 10 minutes.
 2.00 p.m. to 2.30 p.m. ... Every 15 minutes.
 2.30 p.m. to 3.00 p.m. ... Every 10 minutes.
 3.00 p.m. to 3.30 p.m. ... Every 15 minutes.
 3.30 p.m. to 4.00 p.m. ... Every 10 minutes.
 4.00 p.m. to 4.30 p.m. ... Every 15 minutes.
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 5.00 p.m. to 5.30 p.m. ... Every 15 minutes.
 5.30 p.m. to 6.00 p.m. ... Every 10 minutes.
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 8.45 p.m. & 9 p.m., 9.45 to 11.15 p.m., very 1 hour.

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 11.00 a.m. to 11.30 a.m. ... Every 15 minutes.
 11.30 a.m. to 12.00 p.m. ... Every 10 minutes.
 12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
 1.00 p.m. to 5.00 p.m. ... Every 10 minutes.
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 Extra cars at 11.30 p.m. and 11.45 p.m.
 SPECIAL CARS by arrangement at the Com-
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 JOHN HUMPHREYS & SON,
 General Managers.
 Hongkong, 1st October, 1902. [a2012]

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"The pleasure of cycling consists in having
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 We are Agents for the famous "NEW
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 42 & 43A, QUEEN'S ROAD EAST.
 Hongkong, 4th April, 1901. [a2584]

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LANE, CRAWFORD & CO.,
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 Hongkong, 22nd October, 1902. [a90]

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PORTLAND CEMENT.

In Casks of 375 lbs. net 16 per Cask ex Factory.
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 Ho g... 3rd December, 1902. [a3281]

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TELEPHONE, 232.
 Hongkong, 16th February, 1903. [353]

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Their Brands are favourably known all over the World.

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Less old than the above.

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All the Company's Manufactured Waters are made from TREBLE-
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INCANDESCENT LAMPS, ARC LAMPS AND
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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.

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Address: POST OFFICE BOX No. 142,
 Hongkong, 25th February, 1903. [a644]

NOTICE OF REMOVAL.

WANG HING,

JEWELLER,
 has REMOVED on the 11th FEBRUARY to
 No. 10, QUEEN'S ROAD CENTRAL
 (opposite Messrs. KELLY & WALSH).
 Hongkong, 9th February, 1903. [a72]

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NO. 2, QUEEN'S ROAD CENTRAL.

THIS Hotel, having changed hands, has
 been re-fitted after the style of a First
 Class European Hotel, with rooms en suite and
 single, furnished with every regard to perfect
 comfort and convenience. The Hotel is in very
 close proximity to the principal Banks and
 Shipping and Mercantile Offices.

MODERATE TARIFF.
 Hongkong, 20th December, 1902. [a70]

VICTORIA HOTEL,

SHAMHEEN, CANTON.

BRITISH CONCESSION.

GOOD Accommodation.

Excellent Cuisine.

Every Convenience for Tourists.

T. F. DA CRUZ, Manager.
 Canton, 1st October, 1901. [a153]

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THIS First-class and well-famed establish-
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 charming view of the sea on the front. Com-
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 Cuisine Excellent. Prompt Attendance.
 Terms very Moderate.

L. HING KEE, Proprietor

Telegraphic address "HINGKEE" [a184]

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Dinner Wine, Green Seal
Capsule \$12.00 \$1.00C. MANZANILLA, PALE
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White Capsule 13.50 1.20CC. SUPERIOR OLD DRY,
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Capsule 16.00 1.40D. VERY SUPERIOR OLD
PALE DRY, Choice Old
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PALE DRY, Very Finest
Quality (old bottled).
Black Seal Capsule ... 27.00 2.25B, C, & CC are excellent Dinner Wines,
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very fine Vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe,
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MADEIRA.

Per Doz. Per Bot.

GOOD \$16.50 1.40

FINE 27.00 2.25

A. S. WATSON & CO.
LIMITED,

THE HONGKONG DISPENSARY.

[31]

NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns
should be addressed to THE EDITOR.Correspondents must forward their names and ad-
dress with communications addressed to the Editor
not for publication, but as evidence of good faith.All letters for publication should be written on
one side of the paper only.No anonymous signed communications that have
not appeared in other papers will be inserted.Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
time the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, CODE: A.B.C. 6th Ed.

Liber's

P.O. Box, 33, Telephone No. 12

BIRTH.

On the 28th February, at No. 40, Wyndham
Street, the wife of CHARLES MOONEY, of a son.

The Daily Press.

HONGKONG OFFICE: 14, DES VUE ROAD (CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 2nd March, 1903.

It is with much regret we note the silent and steady if not rapid increase in the number of cases of plague in this Colony. On Friday last four cases, all Chinese, were reported, bringing the year's total thus far to thirty cases. All these four cases were fatal, and they occurred in different parts of the Colony. But none of these four cases were dumped, though this practice has been extremely prevalent of late. This is a practice that should, at all costs, be put down, for it undoubtedly helps to spread the disease in more than one direction. In the first case the removal of the body from the tenement occupied by deceased renders it improbable that any effective disinfection is practised in such tenement, and consequently the likelihood of the contagion being spread is enormously increased. The other occupants would, not unnaturally—if the body had been removed—object to the publicity which a good and thorough disinfection of the premises would entail, and the probability is, in most instances, that no steps are taken to cleanse or disinfect the contaminated rooms or cubicles, and the disease is further disseminated. The exposure of the body in the street also has the effect of propagating the disease and causing alarm to timid persons. Moreover, it imposes on the authorities the cost and trouble of the disposal of the body. There should be no insuperable difficulty in grappling with this offence. It is true that the dumping generally takes place in the night when the streets are empty and the chances of detection are lessened. But if the Police took special measures to detect the offenders they certainly ought not to

meet—as they now appear to do—with uniform want of success. Granted that the persons engaged in dumping make a practice of watching the movements of the Police, there should still be no difficulty in outwitting these offenders. It is not our place here to suggest the means, but they are not so very far to seek, and if necessary the employment of informers should be resorted to. It is nothing short of a scandal at present that the Chinese can at their pleasure, without let or hindrance, deposit their dead bodies in the streets of Victoria without running any risk of punishment, thus evading the performance of their duties in the matter, and setting at open defiance the laws of the Colony. If the Police really buckled to this task in grim earnest some of the dumpers would soon be captured, and if made a sharp example of their fat would deter others from adopting the same expedient for getting rid of their friends and shuffling out of the cost and trouble of burying their dead. A warning from His Excellency the Governor addressed to the Police Force to the effect that dumping must be detected and punished would no doubt have an excellent effect.

Throughout the wide world the reports of Mr. Chamberlain's doings in South Africa have been followed with the liveliest interest and satisfaction. The Colonial Secretary is now on his way home, where he will doubtless receive from parties of all shades of political opinion a welcome as enthusiastic as any he has received during his interesting and highly successful tour. It needed no little courage on the part of the Colonial Secretary to undertake such a mission. While the war was in progress Mr. Chamberlain was the best liked man in Europe, and by the Boers he was regarded as the very incarnation of mischief. No act or deed therefore could better display the courage of his statesmanship than his readiness so soon after the proclamation of peace to proceed to the scene of the late strife bearing a message of peace and goodwill. Since he landed at Durban at the end of December his journeyings over the whole arena of the late war holding conferences with our late foes have been marked with a success which has been no less astonishing than gratifying. There has been an almost complete absence of that irreconcilable sullenness on the part of the Boer which in many quarters it was so confidently predicted would render Mr. Chamberlain's mission abortive. On the contrary there has been manifested a calm acceptance of facts and a genuine desire to settle down again in the ways of contented industry under British Government. The conferences which the Boer Generals had with the Colonial Secretary in London undoubtedly paved the way for a good understanding and BOTH, DE WET and DELAREY recognising Mr. Chamberlain to be the man that he is, cordially welcomed his presence in South Africa and have done their level best to promote the success of his mission. At the meeting of General DELAREY and Mr. Chamberlain at Ventersdorp the former, addressing the Boers, said that directly he met Mr. Chamberlain in London he recognised that he was a strong man and felt sure that if any one could do good service to South Africa it was Mr. Chamberlain. Events have abundantly justified that feeling. The Colonial Secretary has created a thoroughly good impression among our late foes and has done more in three months to induce them to settle down contentedly again to their avocations in full assurance of fair treatment and just government than messengers from Downing Street would have accomplished in a decade. Mr. Chamberlain will doubtless be welcomed back to England with as great an outburst of enthusiasm as greeted the return of any of the heroes of the war and his speeches in Parliament will be eagerly awaited.

Captain G. C. Anderson will lecture this afternoon in the City Hall on "The Defence of the Empire." His Excellency Major-General Sir William J. Gascoigne, K.C.M.G., will take the chair.

In connection with a fire which broke out in Victoria Street on 27th December last, a *foke* employed there has been arrested on a charge of arson, on the complaint of the manager of the Fook On Insurance Society, and remanded.

The N.Y.K. ss. *Kinshu Maru* (Bombar Line), which arrived from Shanghai and Japan yesterday, carries a valuable cargo of specie, consisting of 122 bars and 13 cases of silver bullion, and two cases of gold coin; the total value being 329,000 yen.

The reason for the quarantining of the P. & O. steamer *Valenta* on her arrival on Friday was, we understand, the occurrence on board of two cases of smallpox, not chickenpox, as rumoured. The steamer was subsequently released and proceeded north yesterday.

During the 24 hours ended at noon on Saturday three cases of plague, all Chinese, all fatal, occurred, bringing the year's total up to 33. One victim was found on a beggar-boat at Causeway Bay, another floating in the Harbour, and the third came from Wai Tak Lane.

The Right Rev. J. C. Heare, D.D., Bishop of Victoria, returned by the *Valenta* on Friday.

It will be seen from our advertisement columns that three lots of Crown Land are to be let by public auction.

The appointment of Mr. T. J. Badgley, Captain Superintendent of Police, to be an Official Member of the Legislative Council in succession to Dr. F. W. Clark, is notified in the Government Gazette.

The weekly prayer-meeting of the Hongkong Christian Union will be held at the Union Rooms, Beaufield Arcade, to-day, at 5.15 p.m. Mr. W. J. Anstey, R.N., will preside.

The death is announced of Mr. E. B. Iremonger, lately Colonial Treasurer of the Straits Settlements. The Singapore papers also record the death of Mr. J. D. McIntosh, the sub-Agent of the Chartered Bank at Ipoh, Perak.

The Gazette contains a notification to the effect that information having been received that Manila is now free from cholera, His Excellency the Governor is pleased to rescind the Proclamation No. 2 of the 7th April, 1902, declaring the port to be a place at which infectious or contagious disease prevails.

Russian commercial men are fully alive to the great importance not only of European but also of Oriental languages for their travellers, and are founding in St. Petersburg a school where "bagnens" can acquire a practical knowledge of Chinese, Persian, and Turkish languages, in order to facilitate their trading relations with the Far East.

Members of the British Columbian Ministry saw the Dominion Government on January 28th, and asked for the adoption by the Dominion Parliament of an immigration law on the lines of the Natal Act with a view to shutting out Chinese and Japanese. The Federal authorities are unwilling, however, to take restrictive measures against Japanese for reasons of Imperial policy.

It is intimated in the Government Gazette that Dr. Francis Hall-Wright has been put upon the register of medical and surgical practitioners qualified to practise in the Colony. Dr. Hall-Wright is a licentiate of the Royal College of Physicians of Edinburgh, a licentiate of the Royal College of Surgeons of Edinburgh and a licentiate of the Faculty of Physicians and Surgeons of Glasgow.

L'Opinion of Saigon has published two articles on the decline of the Messagerie Maritimes, which it attributes mainly to two causes, the cost involved by carrying mails, and the lack of cargo business of the Company, and expresses the hope that the action of the directors in adding 15,000,000 francs to the capital for the purpose of cargo trade will bring prosperity again to the Company.

Captain R. C. Allan, C.B., one of the oldest officers in the Royal Navy, died on Jan. 28th, at his residence in Meida-vale, London, in the 91st year of his age. As master of the *Vixen* he was present during the war with China in 1841-42 at the storming and capture of Chinkiang and the signing of the Treaty of Nanking. For his China services he had the medal. He was afterwards master of the *Dido* in 1842-43, serving in her boats against the pirates in Borneo.

The *L. & C. Express* understands that the Straits Currency Commission has concluded taking its evidence, and will proceed immediately to the consideration of its report. The evidence has, our contemporary believes, been of a very conflicting nature, and can scarcely be said to be broken anything like a consensus of opinion. The report it was expected would be ready for presentation to the Colonial Office some time in February. It will probably first be communicated to the Straits Government, so that it should be some little time yet before anything will be done in the matter. Our contemporary also notes that the French Commission which is considering the same question in regard to French Indo-China is actively at work taking evidence and discussing the problem. No resolution has yet been arrived at, but it is hinted in a tolerably well-informed quarter that it is probable a value will be given to the local dollar in relation to the 120 gold coins at home, and that Mexican dollars would be demonetised.

The *Freemason Echo* contains an account of the presentation to Miss Myers of the Decoration of the Royal Red Cross conferred by His Majesty the King in recognition of her services during the siege of the Peking Legations. Mr. G. M. H. Playfair, H.B.M.'s Consul, made the presentation. The services for which the Cross was conferred, were briefly alluded to in Sir Claude MacDonald's despatch of September 20th to the Marquis of Salisbury. In the concluding paragraph he wrote:—"I cannot conclude this despatch without saying a word of praise respecting the ladies of all nationalities who so ably assisted the defence, notwithstanding the terrible shadow which at all times hung over the Legation—a shadow which the never-ending rattle of musketry and crash of shell and round shot and the diminishing number of defenders rendered ever present. They behaved with infinite patience and cheerfulness, helping personally in the hospital, or in making sandbags and handgates, and assisting in every possible way. Especially to be commended are two young ladies—Miss Myers and Miss Daisy Brazier who daily filtered the water for the hospital (a by no means easy task in the tropical heat with a handpump filter) and carried it there themselves, as often as not with the bullets bursting in trees overhead."

The London correspondent of the *Berliner Tagblatt* telegraphed to that journal, on January 24th, that Sir Ernest Satow, the British Minister at Peking, is preparing a treaty with China, which will establish close relations between the Southern Chinese provinces, on the one hand, and India and Burma on the other. The telegram also asserts that English firms despite the treaty forbidding the importation of arms into China, have sent ships laden with arms and ammunition to that country.

If there is one thing more than another that the blue-jacket loves, it is a "coaling carnival." Coaling ship is now an important naval evolution, remarks a London contemporary, and each crew vies with the others in endeavouring to put the greatest amount of coal in the bunkers in a certain time. Everyone does his dirtiest clothes, officers, doctors and chaplains all help, and with songs and shouts, and amid the deafening roar of the grating Temperley Transporters, the work goes merrily on. The Channel Squadron coaled at Portsmouth at the end of January, and the *Majestic* came out top. She took in 1,700 tons at the rate of 22.5 tons per hour, and Admiral Sir A. K. Wilson, V.C. is proud of his flagship's achievement. It does not, however, come up to the coaling record made by the *Terrible* at Hongkong.

A correspondent signing himself "Shanghai," in the course of a letter to the London *Daily Chronicle*—on the labour question in South Africa, remarks:—"When Great Britain and America a good many years ago invaded the Yangtze Kiang with their steamers, they naturally displaced an enormous number of men whose living depended on the junk traffic. There was for the time no apparent remedy, though later on many of the junkmen found employment as sailors, pilots, &c., on the steamers which had displaced the junks. But the Chinese Government never dreamed of asking compensation from us for the displacement of their subjects' industries. Further than this, we have for forty years been claiming from the Chinese Government increased privileges of inland travel and residence for our subjects. And now, when a chance arises of giving Chinamen a share in the labour exploitation of South Africa, the manners and customs of the wily Celestials are adduced as a reason for his non-employment, as if, indeed, we were not capable of providing against the consequences of his occasional lapses from our ideas of good behaviour. The position taken up seems to me somewhat illogical, to say the least of it."

SHOOTING.

ROYAL MARINE MONTHLY SWEEPSTAKES—
FEBRUARY, 1903.

The following were the principal scores in this competition:—

| CLASS A. | 200 | 500 | 600 | Total |
|-------------------------------|-----|----------|-----|-------|
| Col. Sergt. Cross, R.M.L.I. | 32 | 33 | 34 | 99 |
| H.M.S. <i>Tamar</i> | 32 | 33 | 34 | 99 |
| Sergt. Myers, R.M.L.I. | 33 | 32 | 27 | 92 |
| H.M.S. <i>Delaphe</i> | 33 | 32 | 27 | 92 |
| Bomb. Louillet, R.M.A. | 33 | 31 | 28 | 92 |
| H.M.S. <i>Ocean</i> | 33 | 31 | 28 | 92 |
| Capt. W. T. C. Jones, D.S.O. | 27 | 28 | 30 | 85 |
| R.M.L.I. H.M.S. <i>Cressy</i> | 31 | 32 | 20 | 83 |
| Pte. Collier, R.M.L.I. | 31 | 32 | 20 | 83 |
| H.M.S. <i>Cressy</i> | 24 | entries. | | |
| Pte. G. Buckenham, R.M.L.I. | 31 | 32 | 34 | 97 |
| Sergt. A. Powell, R.M.L.I. | 31 | 31 | 19 | 81 |
| H.M.S. <i>Amphitrite</i> | 21 | entries. | | |

POLICE COURT RETURNS.

The returns of the Police Court for 1902, compiled by Mr. F. A. Hazeland, Police Magistrate, are published in the *Government Gazette*. They show that during the year 18,057 prisoners were charged in 6,070 cases. This total comprised 14,404 males and 803 females convicted and punished, 2,071 males and 63 females discharged; 90 prisoners were committed for trial at the Supreme Court; nine males were detained pending orders from H.E. the Governor; 266 were ordered to find surety to keep the peace; six were ordered to find security to be of good behaviour; and 18 were ordered to find security to answer any charge. Three male and two female witnesses were punished for perjury, and the cases of 21 males were undecided. Summonses for defendants numbered 5,367, and for witnesses 46. There were 187 warrants for arrest, 1,474 for search and 162 for entering gambling-houses. Only one fire enquiry was held during the year.

NEW FRENCH SUBMARINE.

Far from abandoning the submarine boat, France is building this type of warship on a large scale. There is immediately to be laid down at Cherbourg a new French "submersible," known as "Q. 35," which has been designed by M. Romazotti, the builder of the *Gustave Zede* and the *Morse*. She will be the biggest under-water vessel ever constructed. Her displacement when submerged will exceed 350 tons; her length will be 147 feet, her beam 12 feet, and her draught 7 feet. She will be driven on the surface by an internal combustion engine, and submerged by electric accumulators. She will be provided with twin screws, will carry two torpedo-tubes, and will have a complement of two officers and eighteen men. Her surface speed will be about eleven knots, and her under-water speed eight knots. Her cost will exceed £50,000.

Up till now the largest submarine boat in the world has been the *Gustave Zede*, whose displacement is 266 tons when in the heavy condition, i.e., with ballast tanks empty. British submarines, Nos. 1-5, have a displacement when submerged of 120 tons only. Hitherto all the French "submersibles" have been driven on the surface by a steam engine, fed with liquid fuel; but this type of motor does not allow of rapid submergence—an essential feature with under-water boats—an explosive engine is to be substituted.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

London, 27th February, 2.10 p.m.

BOXER ALARMS.

The Brussels correspondent of the *Standard* states that the Manager of the Peking-Hankow railway declares Dr. Colman's apprehensions of the imminence of another Boxer rising to be unfounded. This coincides with reports received by the Belgian Government.

THE QUESTION OF CONSULAR JURISDICTION AT SHANGHAI.

In the House of Commons, Mr. Joseph Walton, M.P., questioned the Under-Secretary of State for Foreign Affairs as to the *modus vivendi* agreed upon by the Powers regarding consular jurisdiction in Shanghai. Lord Cranborne replied that the arrangement was provisional, but he would give it if it were moved for.

REUTERS SERVICE.

PARLIAMENT.

London, 25th February.

Mr. John Redmond in an amendment to the address, urged the fullest performance of the Land Conference Report. He and his friends hoped and believed that the Government was framing a great measure for justice to and the appeasement of Ireland. Mr. Wyndham said he considered that Mr. Redmond's speech conveyed hopeful portents.

LADY MACDONALD DECORATED.

London, 26th February.

Lady Macdonald has received the Royal Red Cross for nursing services rendered during the siege of Peking.

MR. CHAMBERLAIN HOMEWARD BOUND.

London, 26th February.

Mr. Chamberlain sailed for England yesterday evening, receiving an enthusiastic farewell.

THE PHILIPPINE CURRENCY BILL.

London, 26th February.

The Washington House has passed the Philippine Currency Bill without Mr. Patterson's amendment. The Senate has agreed to the Bill as passed.

[A despatch to the *Cablenews* dated the 25th ult. states that the U.S. Senate bill for the establishment of a currency system in the Philippine Islands has passed the House of Representatives. This action was taken immediately upon the report of the Committee on Insular Affairs and the recommendations of that committee were embodied in the Act in the shape of an amendment. This amendment is that all debts incurred before the last day of January, 1903, may be paid in the present legal tender. The committee also withdrew its amendment calling for the establishment of the ratio between silver and gold by a commission to be appointed by the President.—Ed. D.P.]

PARLIAMENT.

London, 26th February.

Mr. Cairne in an amendment to the address regretted that there was no reduction of military expenditure in India. Lord George Hamilton declared that the military expenditure of nearly every great country in the world had increased except India, where the establishment was the smallest in the world in proportion to the population. The amendment was negatived without a division and the address adopted.

SIR MICHAEL HERBERT.

London, 27th February.

It is reported that Sir Michael Herbert, the British Ambassador at Washington, has received the Cross of St. Michael for his services in connection with the Venezuela negotiations.

CHINA.

London, 27th February.

Reuter's Agency in Peking wires that the rebellion in Kwangsi is increasing and spreading to Hunan.

RETURN OF THE DUKE OF CONNAUGHT.

London, 27th February.

The Duke and Duchess of Connaught leave India to-day, having completed their tour.

THE BROUGH COMEDY COMPANY.

"MRS. DANE'S DEFENCE."

Rapid changes are to be the policy of the Brough Company during the remainder of the season. So the management announce. It is a pity that this should apply to *Mrs. Dane's Defence*, the play which was produced on Saturday and will be repeated to-night for the last time. The work of Mr. Henry Arthur Jones has long been far too known to the English playgoer. His *Mrs. Dane's Defence* transcends in many ways all his previous efforts. It made a decided hit when produced at Wyndham's and it possesses attributes that make its continued success a surety as far as one can speak of certainty in relation to mundane matters. The reception given it in Hongkong was unmistakably cordial; and it is to be regretted that the public will have only one more opportunity of seeing the play. A famous critic said of *Mrs. Dane's Defence* that it has in its character, passion, satire; that it has all the essential qualities. Any one who has seen it will admit that it is one of the best modern plays which have been written. The story is simple. The development is highly interesting, and there is an intensity of passion about the play that keeps the attention of the spectator in a state of constant alertness. As produced by the Brough Company, *Mrs. Dane's Defence* loses nothing in the acting. One and all did their parts with distinction. There was not one weak spot in the cast. In the character of Sir Daniel Cartwright, Mr. Brough had a part to play which eminently suited and displayed his powers. Mr. Brough, as Mrs. Dane, had a very exciting rôle, calling for the exercise of those high artistic abilities that she possesses; her portrayal of the character was splendid and drew forth admiration from all sides. Mr. Ernest Vere gave a fine study of Lionel Cartwright. Miss Susie Vanghan acted with her accustomed cleverness as the scandal-loving Mrs. Bulsom Porter, while Mr. Leslie Victor gave a capital depiction of her hen-pecked husband. The other parts were all admirably filled, these being Canon Bosney (Mr. McIntyre), Mr. James Kisbey (Mr. W. T. Lovell), Fendick (Mr. Orlando Daly), Adams (Mr. Percy Walsh), Wilson (Mr. McLean), Janet Colquhoun (Miss Brenda Gibson) and Lady Eastney (Miss Temple). A special word of praise must be given to Mr. Claude White for the success of his scenic efforts. Lady Eastney's drawing-room got a hearty round of applause when the curtain rose upon it. This scene was painted in Hongkong since Mr. White came here and was as pretty as it was effective. The dressing of the piece all through was superb.

To-night *Mrs. Dane's Defence* will be repeated. To-morrow evening *The Magistrate* will be staged.

HONGKONG'S NEW POSTMASTER.

The following account of the marriage of the new Postmaster of Hongkong is taken from the *Belfast Newsletter*—

The ancient seaport of Ardglass was the scene of a very pretty wedding, and the event attracted not only the attention of the inhabitants, but also excited a good deal of interest among the people of Downpatrick and other neighbouring towns. The bridegroom was Mr. Lewis Audley Marsh Johnston, J.P., eldest son of the late Mr. William Johnston, M.P., of Ballykillebeg; while the bride was Miss Emily Sophia Jones, youngest daughter of the late Rev. Thomas J. Jones, M.A., rector of Tullamiskan, diocese of Armagh, and Mrs. Jones, of King's Castle, Ardglass. The weather unfortunately was of a most unpleasant description. Rain fell almost continuously, and a stiff wind prevailed, but notwithstanding this drawback the people turned out in large numbers and filled to overflowing the Parish Church where the ceremony took place. From many of the houses gay bunting and flags were displayed, while the interior of the church was tastefully decorated with holly, ferns, and other evergreens. At the chancel rails were a few towering palms and artistically arranged flowers and plants. The officiating clergyman was the Rev. H. A. Jones, rector of Tyrrell, brother of the bride, assisted by the Rev. W. Hannah, rector of Ardglass. As the bride, leaning on the arm of her brother-in-law, Mr. Seven Brereton Martin, who gave her away, entered the church the choir sang the beautiful hymn commencing "Father of life, confessing." The bride looked exceedingly pretty in ivory-white duchesse satin, trimmed with lace and chiffon, tulle veil with true lover's knot of real orange blossom. She carried a magnificent sherry bouquet, the gift of the bridegroom. The bridesmaids were Miss Isabel Jones and Miss Kathleen Manson, sister and cousin respectively of the bride. They were charmingly dressed in pale blue liberty silk trimmed with lace insertion, and had black picture hats. They wore gold curb bracelets, and carried bouquets of scarlet tulip the gifts of the bridegroom. The best man was Mr. Arthur Staveley. The service of tying the mystic knot having been gone through, the hymn "Time for ever, God of love," was exquisitely rendered. The marriage register was duly signed in the vestry, and the happy pair left the church to the strains of Mendelssohn's time-honoured "Wedding March," played on the organ by Miss Tingle. A large crowd outside received them with showers of confetti and rice, and as they entered their carriage hearty acclamations broke forth on all sides. A reception was afterwards given by Mrs. Jones at the King's Castle, the guests numbering about fifty, and here the bride and groom received the congratulations of their friends. In the afternoon the newly-married couple left in time to catch the 4.50 p.m. train from Downpatrick to Belfast en route to Hongkong, of which place Mr. Johnston has been appointed Postmaster-General. The bride's going-away dress was of white serge, and the worn a white felt hat trimmed with white ostrich feathers and blue panne velvet. The presents to both the bride and bridegroom were numerous and costly.

HONGKONG PUBLIC SCHOOLS.

ANNUAL REPORT.
We extract the following from the annual report published in the *Government Gazette* of the Inspector of Schools, Mr. Edward A. Irving:—

KOWLOON SCHOOL.
The Kowloon School is the outcome of a widespread desire throughout the Colony for a school where children of European nationality should be given the opportunity of being educated apart from Asiatic surroundings. That it has been possible to report such a school in full working order during the last seven months of the year, is due to the liberality and to the broad views of Mr. Ho Tung. Some time previously Mr. Ho Tung had offered to build a school and to present to the Colony a school where instruction in all English should be given to scholars of all nationalities. The Committee on Education made its report in view of the feeling as to the desirability of mixed schools alluded to above, and emphasized in that report, it was felt that to open a new mixed school would be a counterproductive. And it was finally decided to appeal to the goodwill of the donor, asking him to change the conditions of his gift, and to allow the school to be one for the children of Europeans exclusively. This he consented to do upon certain conditions, the improvement of Chinese education on the Kowloon side. I have had several visits to the school since my return to the Colony, and am satisfied that really useful work is being done therein, although the initial difficulties are considerable. Mr. James is fully satisfied with the work done by his staff. I am pleased to be able to report a considerable increase in the attendance for the first month of the new year.

BELLILIOS SCHOOL.
The staff of the Bellilios School was strengthened considerably in the years 1900 and 1901 by the appointments of Miss Bateman and Miss Clara Yut. In the latter half of 1901 the fees were practically doubled, not averaging about one dollar a month. In 1902 the Kowloon School withdrew a certain number of girls and small children from the Bellilios School. It seems clear that the improvement in the teaching does not weigh with parents against the countervailing disadvantage of increased fees, or counter-attractions elsewhere. Of the 90 odd children in attendance at the end of the year, one-third were girls in the Upper School, and one-third were boys in the Lower School. Miss Bateman, the Lower School mistress, employs methods in grounding small children which I consider to be most successful, and the Lower School is in a very healthy condition. Turning to the Upper School, I cannot, in the face of such rapidly declining numbers, say as much. The limit certainly lies not in the capacity nor in the industry of the teachers; nor can it be altogether attributable to the raising of fees, since their parents would not refuse to pay the same fee in the Upper School which they are willing to pay in the Lower School, if equally satisfied with the education. The fact, I believe to be, that a specialising process is at work in the educational system of the Colony. There seems a natural tendency for schools to aim at providing an education specially suited to the requirements of one or other section of the community. The Kowloon School, the re-organisation of the Diocesan School, and Orphanage for Girls, the special classes at Queen's College, the gradual elimination of Chinese from St. Joseph's all point in this direction. If this view is correct, it follows naturally that a school avowedly cosmopolitan will attract few scholars from classes of society for which more particular arrangements are made elsewhere, and will only appeal with certainty to classes which are too small to make their own particular wants a matter of special study. That the Bellilios School is actually tending more to provide for this residuum is, I think, not unlikely. And the opinion is strengthened by reference to the roll of the Upper School, which contains the names of Japanese, Indians, Filipinos, and Chinese from the Colonies, besides the more normal elements. Meanwhile in the same building there is a vernacular school for Chinese girls, totally distinct, and in a flourishing condition under the management of a Chinese staff. The school is about as good as can reasonably be hoped for under purely native management.

DISTRICT SCHOOLS.
Education in the Colony may, for administrative purposes, be arranged under three heads. Under the first is Queen's College, entirely independent of the Education Department. The second includes the grant Schools, which are connected with the Department, but by loose bonds; in consequence of which experience proves that any reform set in motion by the Department takes at least a year to produce its results in the grant Schools. The third, the direct control of the Inspector of Schools, is, therefore, natural that the changes in the educational policy, recommended by the Committee on Education, should produce their first fruits in these schools. The District Schools are the survivors of a centrifugal movement, by which in the year 1880 a number of them were brought together to form the Central School, now Queen's College. It is scattered beyond the reach of that centre of attraction, have pursued each one its isolated course. One after another they suffered extinction, until at the beginning of 1902 only the following were left: at Wanchoi, Saiyungwan, Yauwatti, and Wanueichong; English Schools; and at Wanchoi, Saiyungwan, Tong Lung Chau, Pokfulam, and Shek-O, Chinese Schools.

GRANT SCHOOLS.
The earlier date on which I have been this year required to send in my report has rendered it impossible to give the usual returns and figures for the grant Schools; the material for these, which itself requires careful sifting, not being available till the middle of January. I hope to send them with a short supplementary report in explanation of their shortness.

MISHAP TO U.S.S. "ANNAPOLIS."

It is reported in the Manila papers that the U.S.S. *Annapolis*, Commander Hughes, U.S.N., which left Cavite about three weeks ago for her station in the waters of the Southern Islands, where she had been despatched on survey duty, returned on Monday afternoon. The *Annapolis* had the misfortune to strike an uncharted reef which wrought havoc to both her keel and bottom and she was forced to return for repairs.

It is not certain as yet, says the *Callanews* correspondent, whether the necessary repairs can be made at Cavite or if she will have to go to Hongkong, but upon their completion the *Annapolis* is understood to be under orders to leave for the States.

CRICKET.

OVER 20 v UNDER 20.

Owing to the fact that several members of the originally selected team "cried off" at the last minute, and to make the sides more equal, both numerically and otherwise, it was found necessary to change the title of this Match from "Over 30 v. Under 30" to the one given above. A variety of circumstances prevented many of the regular players from taking part in this game, but, allowing for these, there surely must be something very "rotten in the State of Denmark" when, out of a member-ship, including Naval subscribers, of something over five hundred, only sixteen men can be found willing and able to play! As a matter of fact there were ten players on each side but four out of the twenty were neither members or Naval subscribers! It would seem that cricket in Hongkong is coming to a sorry pass indeed when it is found to be impossible to raise two full elevens for a Saturday match, and that on a day when there was no special function going on to keep players away. The only conclusion that can be arrived at is that the lack of enthusiasm which is, more or less, manifest in everything that goes on in this Colony is making itself apparent even in our national game. This is a state of things much to be deplored and it behooves every member of the H.K.C.C. to make more effort and to show more keenness if matters are to be prevented from going from bad to worse. The above match was the second of its title that has been played this season. The first ended in a victory for the "old men" by 82, thanks chiefly to a fine innings of over 100 by Franco-Hayhurst. In the match under discussion, however, the "young men" had their revenge and, curiously enough, by exactly the same number of runs.

Ward won the toss for the "Over 20s" and a start was made at noon, on hour after the proper time! Allenby and Lowe were the first pair of batsmen and both played good cricket and scored freely. The score was taken to 63 before the former was bowled for a capital 29. Lowe continued to play well and was not disposed of until he had made 44—an invaluable innings and free from fault. Fawcett, who seems to have struck a run of bad luck, did not stay long but Ferrier and Ward made a useful stand, adding 35 runs during their partnership. Ferrier left with the score at 118, he then being smartly taken at the wicket by Hancock. Ward continued his merry innings a little longer, but at 130 was well caught in the long field by the No. 1 Cooile who was fielding for the non-existent eleventh man, his contribution being a useful 31. Bird was the only other man on the side to give any trouble, but he could get no one to stay with him and the innings closed for the moderate score of 146. Somewhat contrary to general expectation, and probably much to his own surprise, Gray was the most successful bowler, taking 5 wickets for 35 runs and, but for an extremely expensive over just after fifteen, from which 18 runs were scored, his analysis would have been a very flattering one. Pannett bowled steadily and well and secured 4 wickets at a cost of 48 runs. Hancock, whom it is a pleasure to welcome back to the scene of many former triumphs, and who, by the way, has been doing great things at cricket in Japan, was in excellent form behind the wickets and was responsible for the dismissal of 4 batsmen, at least two of the catches being particularly smart ones. The fielding, with one or two exceptions, was better than usual. Cooke and Lampen started the batting for the youngsters and the score was taken to 22 before Lampen was bowled for a useful 12. Cooke and Pannett both experienced some luck early in their innings, as both of them were badly missed at the wicket. The "oldsters" were much handicapped by a steady drizzle coming on at this time which made the ball slippery and difficult to hold; the wicket, which had been none too good when dry, also became easier through this cause and consequently runs came freely from the somewhat inaccurate bowling. However, with the score at 61, Cooke was bowled for a useful though lucky 23, and it still looked to be anybody's game. On Carter joining Pannett, however, a determined stand was made and, with both playing really good cricket, they gradually put the issue beyond doubt and, indeed, were not separated until the score had reached 185. At this total, Carter was bowled for an admirable 57 which, so far as this is the second 50 made by this young player in eight days, it is clear that he is a person to be reckoned with in the constitution of any team, especially as he is by no means a bad bowler. After his departure, Pannett continued to play really excellent cricket and was not disposed of until the score had reached 210, at which total he was caught in the long field for an altogether excellent 104. He gave out or two chances early in his long innings but, apart from these mistakes, his batting was almost faultless and a treat to watch. The other men on the side gave very little trouble as may be judged from the fact that they only scored—including extras—31 between them, and the innings closed for the creditable total of 228—92 in advance of their opponents. Lambie was much the most successful bowler, taking 4 wickets for 43 runs, and it was a pity that he was not tried sooner. The rain was some excuse for the pooriness of the fielding and the youngsters certainly had this same element to thank to some extent for their comparatively

THE LOSS OF THE "VENTNOR" WITH 500 CORPSES.
Among the passengers who arrived at Plymouth last month from New Zealand by the steamer *Athena* was Mr. John Cameron, formerly chief officer of the steamer *Ventnor* which was wrecked on a voyage from Wellington to Hongkong. The *Ventnor*, which was a vessel of 2,580 tons, carried a crew of thirty-one all told, with the master, Captain H. S. Perry. She had on board 6,200 tons of coal and 50 bodies of Chinamen, which latter were being taken to China for interment. Sixteen hours after leaving Wellington the vessel went ashore near Cape Egmont. The engines were reversed, and ten minutes later she came off the reef. The ship was found to be leaking slightly, and about nine o'clock at night on October 25 it was realised that she was sinking, and she was therefore abandoned. Two boats were safely launched, but the boat containing the captain, chief engineer, fourth engineer, second mate, carpenter, one sailor, and twelve firemen never afterwards seen. It is surmised that it capsized as the result of being caught in the davits, and the whole of its occupants were drowned. Four Chinese passengers also lost their lives. The rest of the crew succeeded in reaching the shore in their own boats. A court of enquiry was held in New Zealand to investigate the circumstances, and the disaster was attributed to negligence or incompetence. The responsibility was placed on the captain, and all the other officers were exonerated from blame, their certificates being returned.

The Patentes—Macniven & Cameron, Limited, describe A NATIONAL MEMORIAL for their excellent inventions. "Dover Chronicle." THE WARELEY PEN. THE PICKWICK PEN. THE OWL PEN. THE HINDOO PEN. Sold at all Stationers. Wareley Works, Edinburgh. [2946-2]

easy victory. The following are the full scores and analyses:—

| OVER 20 | | UNDER 20 | |
|------------------------------------|-----|------------------------------------|-----|
| 1. Allenby, R.N., b Pannett | 29 | 1. Allenby, R.N., b Pannett | 29 |
| 2. R. Lowe, b Pannett | 44 | 2. R. Lowe, b Pannett | 44 |
| 3. Col. Forster, A.P.D., b Hancock | 10 | 3. Col. Forster, A.P.D., b Hancock | 10 |
| 4. Capt. Fawcett, R.A., b Hancock | 5 | 4. Capt. Fawcett, R.A., b Hancock | 5 |
| 5. A. G. Ward (capt.), b Gray | 31 | 5. A. G. Ward (capt.), b Gray | 31 |
| 6. E. O. Bird, not out | 14 | 6. E. O. Bird, not out | 14 |
| 7. E. W. Mailand, b Pannett | 9 | 7. E. W. Mailand, b Pannett | 9 |
| 8. W. Dennis, b Hancock | 1 | 8. W. Dennis, b Hancock | 1 |
| 9. Rev. A. J. Dexter, b Hancock | 5 | 9. Rev. A. J. Dexter, b Hancock | 5 |
| 10. P. T. Lambie, b Gray | 5 | 10. P. T. Lambie, b Gray | 5 |
| Extras | 4 | Extras | 4 |
| Total | 146 | Total | 146 |

| OVER 20 | | UNDER 20 | |
|-------------------------------------|-----|-------------------------------------|-----|
| G. A. Cooke, R.N., b Lowe | 23 | G. A. Cooke, R.N., b Lowe | 23 |
| 1. L. C. Lampen, R.M.L.I., b Bird | 12 | 1. L. C. Lampen, R.M.L.I., b Bird | 12 |
| 2. A. A. Pannett, R.N., b Ward | 10 | 2. A. A. Pannett, R.N., b Ward | 10 |
| 3. E. H. Carter, R.N., b Fawcett | 37 | 3. E. H. Carter, R.N., b Fawcett | 37 |
| 4. C. Gray, b Lambie | 0 | 4. C. Gray, b Lambie | 0 |
| 5. Hancock (capt.), b Lambie | 0 | 5. Hancock (capt.), b Lambie | 0 |
| 6. G. N. Ferrier, b Fawcett | 7 | 6. G. N. Ferrier, b Fawcett | 7 |
| 7. W. Young, R.M.L.I., not out | 12 | 7. W. Young, R.M.L.I., not out | 12 |
| 8. Sub. Lt. Shepherd, R.N., run out | 2 | 8. Sub. Lt. Shepherd, R.N., run out | 2 |
| 9. A. Bradford, R.N., b Lambie | 3 | 9. A. Bradford, R.N., b Lambie | 3 |
| Extras | 8 | Extras | 8 |
| Total | 228 | Total | 228 |

It is hoped that a match against the Navy may be arranged for next week and, as they will be at pretty nearly full strength, a good game should be the result.

CHAIKINGOWER C.C. v. DIOCESAN SCHOOL.
The cricket match played on Saturday last between the Chai Kingower C.C. and the Past and Present Pupils of the Diocesan School ended in a win for the former by 5 wickets and 128 runs. Lammett played his game of the season, knocking up 73 in very quick time. Scores:—

| CHAIKINGOWER C.C. | | DIOCESAN SCHOOL | |
|--------------------------------|-----|--------------------------------|-----|
| L. E. Lammett, b Pannett | 73 | L. E. Lammett, b Pannett | 73 |
| J. J. Stuart, b C. E. Blumberg | 3 | J. J. Stuart, b C. E. Blumberg | 3 |
| Hastings | 8 | Hastings | 8 |
| P. Poston, b C. E. Blumberg | 5 | P. Poston, b C. E. Blumberg | 5 |
| A. A. Rose, b Pannett | 22 | A. A. Rose, b Pannett | 22 |
| J. E. Jordan, b C. E. Blumberg | 22 | J. E. Jordan, b C. E. Blumberg | 22 |
| M. A. Asper, not out | 1 | M. A. Asper, not out | 1 |
| S. B. Bass, not out | 12 | S. B. Bass, not out | 12 |
| H. H. Taylor | 1 | H. H. Taylor | 1 |
| A. A. Remedios, did not bat | | A. A. Remedios, did not bat | |
| E. H. Asper, did not bat | | E. H. Asper, did not bat | |
| H. Yacobi, did not bat | | H. Yacobi, did not bat | |
| Extras | 8 | Extras | 8 |
| Total (for 5 wickets) | 112 | Total (for 5 wickets) | 112 |

| DIOCESAN SCHOOL EAST AND PRESENT. | | CHAIKINGOWER C.C. | |
|-----------------------------------|----|---------------------------|----|
| C. E. Hastings, b Lammett | 14 | C. E. Hastings, b Lammett | 14 |
| A. O. Brown, b Poston | 14 | A. O. Brown, b Poston | 14 |
| F. W. Evans, b Pannett | 14 | F. W. Evans, b Pannett | 14 |
| C. E. Ford, b Pannett | 14 | C. E. Ford, b Pannett | 14 |
| P. E. Hastings, b Pannett | 14 | P. E. Hastings, b Pannett | 14 |
| F. W. Dring, b Pannett | 14 | F. W. Dring, b Pannett | 14 |
| W. Blumberg, b Pannett | 14 | W. Blumberg, b Pannett | 14 |
| C. Blumberg, b Pannett | 14 | C. Blumberg, b Pannett | 14 |
| G. Evans, b Lammett | 14 | G. Evans, b Lammett | 14 |
| H. Wong, not out | 14 | H. Wong, not out | 14 |
| A. Molloy, b Pannett | 14 | A. Molloy, b Pannett | 14 |
| Extras | 2 | Extras | 2 |
| Total | 26 | Total | 26 |

A.O.C. v. B.A.M.C.
This game was played on Saturday at Happy Valley and resulted in a win for the Medicals. The following are the scores:—

| A.O.C. | | B.A.M.C. | |
|----------------------------------|-----|----------------------------------|-----|
| Lt. Harvey, b Bradford | 25 | Lt. Harvey, b Bradford | 25 |
| Staff-Sgt. W. Wilson, b Bradford | 53 | Staff-Sgt. W. Wilson, b Bradford | 53 |
| Pte. Woolley, b Bradford | 16 | Pte. Woolley, b Bradford | 16 |
| Pte. Cook, b Bradford | 16 | Pte. Cook, b Bradford | 16 |
| Sgt. Major Allcott, b Turner | 9 | Sgt. Major Allcott, b Turner | 9 |
| Pte. Goodwill, not out | 3 | Pte. Goodwill, not out | 3 |
| Staff-Sgt. Senior, b Turner | 1 | Staff-Sgt. Senior, b Turner | 1 |
| Cpl. Sinclair, b Turner | 1 | Cpl. Sinclair, b Turner | 1 |
| Pte. Duff, b Turner | 1 | Pte. Duff, b Turner | 1 |
| Pte. Williams, b Turner | 1 | Pte. Williams, b Turner | 1 |
| Pte. Chaffer, b Turner | 1 | Pte. Chaffer, b Turner | 1 |
| Extras | 8 | Extras | 8 |
| Total (for 5 wickets) | 127 | Total (for 5 wickets) | 127 |

THE LOSS OF THE "VENTNOR" WITH 500 CORPSES.

Among the passengers who arrived at Plymouth last month from New Zealand by the steamer *Athena* was Mr. John Cameron, formerly chief officer of the steamer *Ventnor* which was wrecked on a voyage from Wellington to Hongkong. The *Ventnor*, which was a vessel of 2,580 tons, carried a crew of thirty-one all told, with the master, Captain H. S. Perry. She had on board 6,200 tons of coal and 50 bodies of Chinamen, which latter were being taken to China for interment. Sixteen hours after leaving Wellington the vessel went ashore near Cape Egmont. The engines were reversed, and ten minutes later she came off the reef. The ship was found to be leaking slightly, and about nine o'clock at night on October 25 it was realised that she was sinking, and she was therefore abandoned. Two boats were safely launched, but the boat containing the captain, chief engineer, fourth engineer, second mate, carpenter, one sailor, and twelve firemen never afterwards seen. It is surmised that it capsized as the result of being caught in the davits, and the whole of its occupants were drowned. Four Chinese passengers also lost their lives. The rest of the crew succeeded in reaching the shore in their own boats. A court of enquiry was held in New Zealand to investigate the circumstances, and the disaster was attributed to negligence or incompetence. The responsibility was placed on the captain, and all the other officers were exonerated from blame, their certificates being returned.

VICEROY CHANG CHIH-TUNG'S REVIEW.

The following account is given by the Kingyin correspondent of the N.C. Daily News of Viceroy (or must we write of him as ex-Viceroy?) Chang Chih-tung's grand review of all the modernised forces of the Yangtze provinces, conjointly with all the Nanyang and a part of the Peiyang squadron of the navy. There were over ten thousand men in action, attacking and repelling the invaders. The Weasong-forces, assisted by the fleet and a part of the Viceroy's special troops from Nanking and Hupoh, were the attacking bodies. The troops stationed here with a part of the Hupoh men were in the lines of defence thrown out from the forts. The object was, of course, to take these forts. Admiral Sal landed his men before daylight Saturday morning (the 14th ult.). These men seized the outlying hills east and south of the forts, their battle line stretching over a semicircle of about eight miles. At 1.30 p.m. the attacking fleet began to show signs of activity, which were immediately recognised by the forts, an active fire being kept up for some minutes from all the guns, heavy and quick-firing. This, however, was only an invitation to the fleet to move up within range. Soon the battle began in earnest. The fleet manoeuvred and attacked the forts, with a general advance was made along the whole line of attack. Firing ceased at 4.20 p.m. The soldiers stacked their arms for the night, the fleet retiring out of range.

Bright and early Sunday morning the Viceroy with his whole suite went out to the attacking lines to witness the advance. No sooner was his carriage in sight than the battle was renewed along the whole line. The firing was confined practically to the use of artillery, small arms played a very minor part. At eleven o'clock the battle was over, the victors marching triumphantly to the parade grounds. What means this grand review following so soon a general local review just before the New Year? It was a sham battle, but to the natives occupying the country to the east and south of the forts and battle lines it was a very serious affair. Absolute panic seized the whole population.

A map of the whole section was specially made by the Viceroy's men, occupying many days before the review took place. The map-makers industriously spread the report that Chang Kung-pao had asked for the 400,000 from General Li, and been refused. Therefore he was coming with all his forces to thrash Li and his army. Soldiers were arriving from about the 14th in increasing numbers up to the 14th instant. The night of Friday, the 15th, the Viceroy arrived. The saluting that took place on his arrival was the beginning of a fearful struggle, to the ignorant farmers. By Saturday morning the price of rice, in the city, had fallen 500 cash per picul—in the country in many places, as much as 2,000 cash per picul. By 4 p.m. in a large section of country it was half-price as compared with two days before; chickens, pigs and cows were being offered in the same way, but fortunately for the people there were few buyers. So great was the panic that many children were carried in baskets on their parents' backs, and their parents to run the faster. Sunday morning your correspondent rode ten miles through deserted villages and country hamlets. There was scarcely one in a hundred of the ordinary population left. The soldiers in the line added to the panic by repeated declarations that there was to be a battle and they would use real bullets. The sick, in many cases, were deserted; and in many others exposure aggravated the diseases with the worst results.

I have often been struck with the note of veneration and love with which Chang Chih-tung was spoken of by the ordinary people. But it is safe to say, no other person in China has been revered as much as he in the past 40 years. The blame for the whole thing is put on him, entirely overlooking the really at fault—viz. the local officials, civil and military. Only a few proclamations at the city and camp gates were put out, explaining what was to take place; and these were in such deep *wendi* that only the learned could read them. It is seldom that foreigners have the satisfaction of knowing that they have been a source of comfort to the whole community. But this was the case here. In consequence of their persistence in giving their houses and their lives to the people in the city and near the East Gate was allayed.

OIL FUEL IN THE BRITISH NAVY.

For the first time in the history of our navy, two British battleships were to be put to sea at the end of January using oil fuel. The ships in which the experiment is being tried are the *Mars* and *Hannibal*. Of the eight boilers on board each ship, two are to be oil alone, two oil and coal mixed, and the other four coal alone. The ships are now being refitted at the Naval Dockyard, and the writer of this article has been privileged to see the plans being built to carry oil in their double bottoms, so that liquid fuel will, in the future, be widely employed in the Navy. It is more than ten years since it was introduced into most other European fleets, and all large battleships outside this country and the United States are now fitted to use it. Some of the Russian battleships in the Black Sea, indeed, burn nothing but oil. The danger which the accident to the *Kaiser Friedrich* has shown to exist of the oil being forced up through the inner bottom, in case of damage to the hull, has now been met in Germany by only partially filling the tanks in the double bottoms. This filling is to be quite satisfactory from the point of view of safety.

THE STAMP DUTY IN THE PHILIPPINES.

Secretary Ide, of the Department of Finance and Justice, reports the *Manila Times*, in regard to an act proposing to change the internal revenue laws, by the abolition of the stamp-duty on all commercial and official papers and a thorough revision of schedules of other taxes embodied in the present legislation. The draft which Judge Ide has prepared will be submitted to the Commission after the return of Governor Taft from the provinces. The proposed amendment which Secretary Ide fathers is based largely upon the stamp act which prevailed in the United States shortly after the close of the War of the Rebellion. The act under which the Insular Government is at present operating is Spanish legislation and requires the use of commercial and financial papers on all the stamps which are used in the transaction of commercial and financial business, and the filling of official papers for public record, with the exception in the case of the last class where stamps are no longer required to be affixed to paper pertaining to litigation in the courts. The schedule of the internal revenues was abolished several months ago. Secretary Ide says that as the law now stands it is the source of great annoyance and much inconvenience in the transaction of commercial and financial business and he believes that his draft, which covers the whole subject of stamp taxes, will be a great improvement over the old system.

PHOTOGRAPHS

OF THE FOLLOWING RACES:

DERBY

EXCHANGE PLATE

GERMAN CUP

PROFESSIONAL CUP

GARRISON CUP

HONGKONG STAKES

ACHEE & CO.,

PHOTOGRAPHIC GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 17th February, 1903.

[39]

VICTORIA LITHOGRAPHIC PRESS.

3, DUDELL STREET.

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EACH DEPARTMENT UNDER TRAINED EUROPEAN SUPERVISION. LATEST MACHINERY FOR PRODUCING FIRST-CLASS WORK.

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MINING IN THE FAR EAST.

The Standard's correspondent at Odessa, wrote on the 17th ult.:

The Bourse Committee at Vladivostok has addressed, through the Governor, a petition to the Imperial authorities praying for the removal, or a modification, of the existing prohibitory law against all foreign industrial undertakings, more especially mining works, in the coastwise districts of Russian China. The Statute in question, promulgated June 17, 1901, prohibits all foreign mining operation and other industrial exploitation within one hundred versts (about sixty-six miles) of the coast line. The petitioners state that owing to the lack of native capital, and the absence of all spirit of enterprise on the part of the Russians themselves, there is no immediate prospect of a rational development of the mineral wealth and other industrial resources of that region. It is pointed out also that, as at present administered, this prohibitive law is partial and unsatisfactory in effect. Exceptions are made in the granting of concessions without any comprehensible bases. There has lately arrived at Vladivostok quite a crowd of American, French, and Belgian prospectors, all of them representing wealthy syndicates, seeking mining concessions on the Ussuri, in Sakhalin, and in the district of Vladivostok.

A powerful French syndicate recently applied for a concession to work the extensive coalfields in the neighbourhood of Vladivostok. The concession was refused, but it has now been granted to an English Company trading under the Russian flag. This British enterprise will shortly, it is expected, be in a position to furnish both Vladivostok and the Ussuri Railway with a plentiful, good, and cheap supply of coal fuel. Many foreign syndicates have sought concessions for the exploitation of the silver and lead deposits lately discovered in the Ussuri region; but they were met by the prohibitive law with regard to the working of all kinds of mineral ore by foreigners. What the country requires, the petitioners urge, is, for a number of years at least, a complete freedom of operation for foreign capitalists, engineers, practical miners, and, above all, foreign brains and energy. It is curious to learn from this petition that the mining affairs in all parts of Far Eastern Russia are subordinate to the Mining Commission at Irkutsk, many thousands of versts distant, and necessarily ignorant of the local conditions, and the extreme limits of its official jurisdiction. The petition demands that this anomalous state of things be forthwith remedied. Conversely, the petition conveys a direct reproach to the Imperial Government for playing the part of the dog in the manger in the matter of these so-called "coastwise" mining industries in the Far East. It remains to be seen whether the obstructive prohibitive law will be abrogated or modified.

THE NAVIES OF EUROPE AND AMERICA.

The 1903 edition of the handy little German *Taschenbuch der Kriegsflootten* contains excellent tables of the ships of all Powers, much in the same form as those of the *Naval Annual*, with good plans and a number of photographs of ships. Lieutenant Weyer, who edits it, gives an interesting diagram, showing battleships not more than twenty-five years old, ready in 1903 and 1907, when the present programmes are complete. The following are his results:—

| | 1903 | 1907 |
|------------|---------|---------|
| Eng. land. | 48 | 31 |
| France. | 31 | 20 |
| Russia. | 20 | 14 |
| Ger. many. | 12 | 12 |
| U.S. | 12 | 12 |
| Ships | 627,000 | 306,000 |
| Tons | 221,000 | 144,000 |
| Ships | 51 | 31 |
| Tons | 749,000 | 344,000 |
| Ships | 244,000 | 302,000 |
| Tons | 213,000 | 260,000 |

So that the United States will in the next four years add far more ships and more tonnage to their battle fleet than England, France, Russia and Franco will just about maintain their position as compared with her. The German Navy does not cut every grass that grows in this table, but that is because the German ships of the *Goeben* class are not counted as battleships. The men the navy stand thus:—
England, 122,239; Russia, 62,000; France, 43,500; Germany, 33,562; and the United States, 37,881. Russia has doubled her strength in men in the last fifteen years.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *P.ussen* left Shanghai on the 28th ult., at 11 a.m., and may be expected here tomorrow, at daylight. The C.F.R. steamer *Tartar* arrived at Shanghai on the 28th ult., at noon, left same day at 5 p.m., and is due to arrive at Nagasaki to-day at 10 a.m. The steamer *Orowa* arrived in New York on the 24th ult.

THE JAPANESE AND AUSTRALIA.

The current number of the *Anglo-Japanese Gazette* contains the following remarks about the exclusion of Japanese from Australia:—
The burning question of the hour in Japan, as for international relations are concerned, is undoubtedly the strong feeling aroused throughout the nation by the legislation recently enacted in the Commonwealth of Australia. By this act the Japanese are placed on the same footing as the Chinese immigrants, and they thus will be excluded from the continent of Australia unless they can pass the educational tests prescribed by law.
The Japanese contention is that such educational tests should be so framed as to prove the ability of the immigrant to read and write his own language, just as in the case with Europeans arriving in Australia ports with the intention of working or settling in the country. The Japanese further maintain that, if an Italian is compelled, on his arrival in Australia, to simply demonstrate that he can read and write Italian—not English—it is decidedly

NOTICE.
Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor.
Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermand.
Orders for extra copies of Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.
Telegraphic Address: Press, Codes: A.B.C., 5th E.I. Lieber's.
P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

MR. J. GOOSMANN ceases to sign our Firm by Procuration from today.
Mr. GUSTAV FRISLAND has been authorised to sign our Firm by Procuration from this date.

MELCHERS & CO.
Hongkong, 2nd March, 1903. [670]

WE the undersigned undertake to REMOVE CLAY from any site close to Tsim-Sa-Tsui at a very low price. Landlords who wish to have their properties levelled please apply to—

HIM TAI,
Contractor,
No. 81, Queen's Road East.
Hongkong, 2nd March, 1903. [680]

"TANG YUEN."

BOARDING ESTABLISHMENT.
European Supervision. Excellent Cuisine and Accommodation.
Apply—
MANAGERESS,
Macdonnell Road;
or
FAIRALL & CO., Queen's Road.
Hongkong, 2nd March, 1903. [681]

安 KI ON, 祺
SHIP AND HOUSE CONTRACTOR,
PAINTER, CARPENTER, GILDER,
SAMPAN CONTRACTOR AND
BRICKLAYER.
No. 31, GOUGH STREET.
Hongkong, 2nd March, 1903. [678]

GEO. FENWICK & COMPANY,
LIMITED.
No. 31, GOUGH STREET.
Hongkong, 2nd March, 1903. [678]

THE FOURTEENTH ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the HONGKONG HOTEL, on MONDAY, the 14th MARCH, at 11 a.m., for the purpose of receiving the Report of the Directors, declaring a Dividend, and electing Director and Auditor.
The TRANSFER BOOKS of the Company will be CLOSED from the 28th FEBRUARY until the 9th MARCH, both days inclusive.
By Order of the Board of Directors,
W. G. WINTERBURN,
General Manager.
Hongkong, 28th February, 1903. [685]

HONGKONG HOTEL COMPANY,
LIMITED.
NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the COMPANY'S HOTEL on FRIDAY, the 13th MARCH, 1903, at Noon, for the purpose of receiving a Statement of Accounts of the Company to the 31st December, 1902, with the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 13th MARCH, both days inclusive.
By Order of the Board,
C. MOONEY,
Secretary.
Hongkong, 2nd March, 1903. [684]

PUBLIC AUCTION.

THE Undersigned have received instructions from Mr. J. B. MURIE, to Sell by Public Auction, on WEDNESDAY, the 4th MARCH, 1903, at 2.30 P.M., at No. 50, MORRISON HILL ROAD, SUNDRIE HOUSEHOLD FURNITURE, comprising:—
Double IRON and BRASS BED-STEADS, SIDEBOARDS, OVER-MANTELS, CHEST OF DRAWERS, WARDROBES, WASH-STANDS, DESK with BOOK-CASE, GLASS-WARE, DRAWING-ROOM SUITE, HOT WATER MACHINE, COOKING STOVE, &c., &c.;
also
One IRON SAFE;
And
One PIANO, by Collard and Collard.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 2nd March, 1903. [682]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamer
"VALETTA,"
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo:—
From London, &c., ex ss. *Australia*.
From Australia, &c., ex ss. *Rome*.
From Persian Gulf, &c., ex ss. *B. I. S. N.* and *B. & P. S. N.* Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY, 28th inst.
Goods not cleared by the 6th prox., at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in, any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.
All Claims must be presented within ten days of the steamer's arrival here after which date they will not be recognised.
No Claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 28th February, 1903. [1]

NEW ADVERTISEMENTS

THEATRE ROYAL,
CITY HALL HONGKONG.

Under the direction of Mr. ROBERT BROUGH, Representative... Mr. ALAN HAMILTON.

TO-NIGHT (MONDAY),
2ND MARCH.

THE BROUGH COMEDY CO.

"MRS. DANE'S DEFENCE."

LAST NIGHT!

"MRS. DANE'S DEFENCE."

(By arrangement with the author.)
A original play in Four Acts, by Henry Arthur Jones, author of "The Liars."

TO-MORROW (TUESDAY) and WEDNESDAY,
3rd and 4th MARCH,
"THE MAGISTRATE."
(By arrangement with the author.)
The best of all Farce Comedies in Three Acts, by Arthur W. Pinero.

THURSDAY and FRIDAY,
5th and 6th MARCH,
"SOWING THE WIND."
(By arrangement with the author.)
A play in Four Acts, by Sydney Grundy.

SATURDAY and MONDAY,
7th and 8th MARCH,
"WHEN WE WERE TWENTY-ONE."
(By arrangement with the author.)
A comedy in Four Acts, by H. V. Esmond.

BOX PLANS AT ROBINSON'S.
Dress Circle and Orchestra Stalls, \$4.00.
Stalls, \$2.00. Back Seats, \$1.00.

Doors Open 8.30. Curtain 9. Chairs, etc., at 11.30. Late Train to the Peak as usual.
Hongkong, 2nd March, 1903. [676]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 9th day of MARCH, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Kowloon Tong, New Kowloon, in the Colony of Hongkong, for a term of 75 years.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 9th day of MARCH, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Bowen Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

PARTICULARS AND CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 9th day of MARCH, 1903, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

PARTICULARS OF THE LOT.

| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

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| No. of Sale. | Registry No. | Locality. | Boundary Measurements. | | | | Contents in Square ft. | Annual Rent. | Upset Price. |
|--------------|--------------|--------------|------------------------|-----|-----|-----|------------------------|--------------|--------------|
| | | | N. | S. | E. | W. | | | |
| 1 | 151 | Kowloon Tong | 151 | 151 | 370 | 380 | 45,000 | 104 | 450 |

NEW ADVERTISEMENTS

IN THE SUPREME COURT OF HONGKONG.

UNDER the provisions of THE UNCLAIMED BALANCES ORDINANCES, 1885, NOTICE IS HEREBY GIVEN that if the Sums hereinafter mentioned belonging to Estates of more than \$20 in value, are NOT CLAIMED WITHIN TWELVE MONTHS, from the date hereof, the same will be transferred to the Revenue of the Colony.
Dated the 23rd December, 1902.
J. W. NOTTON-KYSHE,
Registrar
and Official Administrator.

UNCLAIMED MONIES PAID TO THE OFFICIAL ADMINISTRATOR.

| | | |
|-----------------|-----|----------|
| A. McDermott | ... | \$32.36 |
| A. Lin Kwai | ... | 97.70 |
| T. Cameron | ... | 76.88 |
| N. A. Tranoff | ... | 949.94 |
| M. E. Towell | ... | 297.49 |
| Sahder Ali | ... | 207.17 |
| L. C. Masdon | ... | 203.69 |
| Robert Francis | ... | 162.71 |
| H. M. Shene | ... | 32.55 |
| Li Kam Chuen | ... | 39.15 |
| John Egan | ... | 113.57 |
| William Jones | ... | 70.31 |
| Henry Mason | ... | 116.06 |
| Robert Lyall | ... | 35.43 |
| Ali King | ... | 398.47 |
| Charles Nielsen | ... | 174.66 |
| William Samuel | ... | 125.08 |
| Chau Yee | ... | 1,223.68 |

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.
The Company's Steamship

"THALES."
Captain Robson, will be despatched for the above port TO-MORROW, the 3rd inst., at 9 A.M.
For Freight or Passage, apply to
DOUGLAS LARRAIK & CO.,
General Managers.
Hongkong, 2nd March, 1903. [683]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR."
Captain J. G. Olfert, will be despatched for the above ports on THURSDAY, the 5th inst., at 11.30 A.M.
For Freight or Passage, apply to
DAVID SARSOON & CO., LD.,
Agents.
Hongkong, 2nd March, 1903. [671]

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamers.

"KINTUCK."
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., in both cases it will lie at consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd proximo.
Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.
Goods undelivered after the 7th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 7th instant.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 28th February, 1903. [672]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, under Bill of Sale No. 2 of 1903, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (TUESDAY), the 3rd MARCH, 1903, at 2.30 P.M., at No. 25, PRINCE STREET, THE GOODS AND CHATELAINS OF
TUNG TAI'S FIRM,
Comprising:—
One SET OF ENGINES and BOILERS complete for Driving Machinery, Ten TURNING LATHES from 4 feet to 16 feet, Two DUPLEX PLANING MACHINES, One NIBBLING MACHINE, Three DRILLING MACHINES, Two SCREWING MACHINES, Twenty-eight VICES, One Lot of IRON MOULDERS, MUD BOXES and TRAYS about 39,725 lbs., One Lot of ASSORTED IRON TONGS about 1,000 lbs., One BRASS SMELTING STOVE and CRUCIBLES, Three IRON SMELTING FURNACES, Seven IRON LADLES and Three VICES, &c., &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 28th February, 1903. [657]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 4th MARCH, 1903, at 2.30 P.M., at his SALES ROOMS, Queen's Road, HANDBOME HOUSEHOLD FURNITURE, REVELLED GLASS DOOR WARDROBES, DOOR CASES, A SINGLE BED-STEAD, OVERMANTELS, PICTURES and ORNAMENTS, CROCKERY, GLASS and PLATED WARE;
One Large MUSICAL BOX, One TABLE TENNIS, and One COOKING RANGE, &c., &c., &c.
TERMS OF SALE:—As Customary.
V. I. REMEDIOS,
Auctioneer.
Hongkong, 28th February, 1903. [675]

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V. I. REMEDIOS,
Auctioneer.
Hongkong, 28th February, 1903. [675]

PUBLIC COMPANIES

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FOURTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, THIS DAY (MONDAY), the 2nd day of MARCH, 1903, at 12 o'clock Noon, to receive a Statement of Accounts to 31st December, 1902, and the Report of the General Managers and to elect a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 16th February to the 2nd March, both days inclusive.
JARDINE, MATHESON & CO.,
General Managers.
Hongkong Fire Insurance Co., Ltd.
Hongkong, 2nd March, 1903. [476]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE THIRTY-FOURTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, at 11.30 A.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1902.
The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 5th proximo, both days inclusive.
By Order,
GEO. L. TOMLIN,
Secretary.
Hongkong, 6th February, 1903. [444]

HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

INTIMATIONS

ZETLAND LODGE, No. 525, E.C.
A REGULAR MEETING of ZETLAND LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-DAY (MONDAY), the 2nd MARCH, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 25th February, 1903. [635]

AN OPPORTUNITY FOR AMERICAN AND EUROPEAN ENTERPRISE IN PROGRESSIVE HONGKONG.

THE QUEEN'S HOTEL,
situate at Kowloon, within a few minutes' walk of the principal landing stages of the SECOND SEAPORT IN THE WORLD, and on the Trunk Road of the Proposed HONGKONG-CANTON RAILWAY, is FOR LEASE ON VERY EASY TERMS, owing to Proprietor having to leave the Colony.

The Elite Establishment, patronised by the residents of Hongkong and Kowloon, and by the Shipping Community calling at this Far Eastern entrepot of trade.

An exceptionally large and showy building, capable of extension, with large piece of vacant land adjoining.
Bounded by main roads leading to the Docks and Warehouses.

The Establishment has been conducted as a First-Class Hotel and is a profitable investment. Is capable of still larger returns if management is taken over by person devoting exclusive attention to the business.

Inspection of Books allowed to any one making bona fide offers for Lease, &c.
For Full Particulars, apply to—
H. RUTTONJEE,
D'Aguilar Street, Hongkong.
Hongkong, 26th February, 1903. [651]

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the HEAD QUARTERS OFFICE, Fletcher Street, until 12 o'clock NOON, on THURSDAY, 5th MARCH, 1903, for the undermentioned Supplies and Services for a period of 12 MONTHS from 1st APRIL, 1903:—

1. Hospital Supplies and Medical Comforts.
2. General Supplies and Provisions.
3. Barrack Supplies.
4. Washing.
5. Supply of Launches, Junks, Coolies, &c.

Forms of Tender, and any further particulars, can be obtained on application to the Officer in Charge, or by letter addressed to the DEPUTY ASSISTANT QUARTERMASTER GENERAL (B), between the hours of 10 A.M. and 4 P.M.

The Tenders must be properly filled up, signed and dated, and no Tender will be noticed unless delivered upon the proper form at the HEAD QUARTERS OFFICE by 12 o'clock NOON, on the above date, in closed envelopes, marked "Tender on the outside."

The right to reject any or all Tenders is reserved.

W. A. C. DENNY,
Major,
D. A. A. General.
Head Quarters Office,
Hongkong, 23rd February, 1903. [629]
WANTED.

BRITISHER with good financial experience, also knowledge of dealing and purchase of gold bullion, desires similar post in the East.
First-class letters.

Apply—
"MOLYNEUX,"
Hongkong Hotel,
Hongkong, 26th February, 1903. [633]
WANTED.

AN EXPERT TYPEWRITER.
Apply to—
"G,"
Care of Daily Press Office,
Hongkong, 27th February, 1903. [665]
WANTED.

AN ASSISTANT FOR BOOKKEEPING and General Office Work. Knowledge of German language required.
Apply under—
A. B.,
Care of Daily Press Office,
Hongkong, 26th February, 1903. [656]
WANTED.

A HOUSE in the Central part of the Town suitable for a Studio.
Apply to—
C. W. CLARK,
Post Office Box No. 142,
Hongkong, 25th February, 1903. [643]
WANTED.

A RESPONSIBLE EUROPEAN FOREMAN of WORKS experienced in first-class joinery and plastering. Good salary to a capable and steady man.
Apply to—
TURNER & CO.,
Hongkong, 20th February, 1903. [589]
WANTED.

A MALE TEACHER.
Apply by Letter, to—
M. M. F.,
Care of Daily Press Office,
Hongkong, 16th February, 1903. [540]
TO BE PUBLISHED SHORTLY.

A NEW STREET INDEX,
BY
ARTHUR CHAPMAN,
Government Assessor.

Intending Subscribers are requested to send, as early as possible, Orders for as many copies as they may require, to—
THE GOVERNMENT ASSESSOR,
The Treasury,
Hongkong, 19th February, 1903. [575]

INSURANCES

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LARRAIK & CO.
Agents for the Phoenix Fire Office,
Hongkong, 17th August, 1897. [29]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... \$225,719
Total Losses Paid ... \$6,763,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th May, 1892. [28]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 20th May 1895. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [25]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.
Agents.
Hongkong, 16th November, 1872. [25]

HOTZ, JACOB & CO.
AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
Hongkong, 2nd April, 1900. [24]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1901, £15,722,693.

I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FREE FUNDS... 2,685,548 5 2

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHAW, TOMES & CO.
Agents.
Hongkong, 1st July, 1902. [1796]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÖCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. [1113]

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.

THE Undersigned Agents of above Company are prepared to accept First-class Foreign and Chinese RISKS against FIRE at Current Rates.

TURNER & CO.
Hongkong, 14th January, 1903. [246]

GENERAL MARINE INSURANCE COMPANY, LIMITED, OF DRESDEN.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT FOREIGN AND CHINESE RISKS.

HOTZ, JACOB & CO.
Hongkong, 1st September, 1902. [2327]

THE VENIZUELAN TROUBLES.
The feeling aroused in New York by Germany's action in bombarding the San Carlos fort is shown by the following New York telegram of the 23rd ult.:—Henry von Gossler, eldest son of the German Minister of War, who came to America to be a business man and who is now a curb broker, was the centre of an ugly anti-German demonstration early to-day at a banquet given by the curb brokers at Healy's, Sixty-sixth Street and Columbia Avenue. The brokers, who for purposes of eating have an organization called "Hammering Birds," had already begun their dinner when Von Gossler entered. On his appearance one of the "Birds" rose, and with glass held high in the air, pointed at him and cried out: "Down with the Germans!" Instantly the whole assemblage was on foot drinking unfriendly toasts and cheering madly. Von Gossler stopped, thunderstruck, for he has made capital of his father's proud position and could not regard the affair as an insult to his nation. While he stood undecided a "bird" hurled a handful of olives at him. Instantly there was a storm of olives, bananas, bread, cracked ice and radishes that continued until Von Gossler sat down. He ate a few courses in quiet, but the "Hammering Birds" began to get ugly again and he discreetly retired.

The San Francisco Chronicle of the 26th ult. writes on the Venezuelan situation as follows:—There is a feeling in the country that the measures taken by Germany against Venezuela are not warranted from the standpoint of the German professions of intention or from any other standpoint except that a country deliberately intending to provoke an issue with the United States in regard to the Monroe doctrine and take the chance of its leading to war. So long as German ships command the entrance to Lake Maracaibo there is no occasion, except for the purpose of commanding the interior of the country as an actual war measure, for their entering the lake, and the Venezuelan commander was justified in regarding the endeavour to pass the forts into the lake as an act of war which it was his duty to resist. The blockade already established, however, it may be evaded by interior, and, necessarily, very costly commerce with Colombia, was having all necessary effect in inducing Venezuela to pay her debt, and any additional pressure is purely gratuitous, not in any way tending to the collection of debt, and warranted only by some ulterior purpose. It is unfortunate that our State Department has so complicated the country with ambitious commercial projects, involving intricate and varied commercial alliances, as to deprive us of a great part of the influence which we enjoyed two years ago. In the joint operations against Venezuela nearly all the "hamptonness" has been displayed by Germany, to the evident disgust of great part of the British public. Without British ports as a base, Germany would be powerless in the Caribbean sea in a contest with the United States, and yet when it may become of the utmost importance to detach Great Britain from the alliance our State Department is doing all in its power to prevent that consummation by its wretched attack on British trade through Cuban reciprocity. If we insist on discrimination in that way against British West India colonies we must expect to see Great Britain stick closer to Germany and perhaps head a European coalition against recognition or endurance of the Monroe doctrine in any form. The Chronicle long ago expressed the opinion that the only way to avoid such complications as those now threatening was to assume the Venezuelan debt. This view has found almost no support in the country. The alternative is to prepare to fight. That will cost more and be worse in other respects. So far as is apparent, we are doing nothing in that way either. Secretary Hay is an amiable gentleman, but he is making a sad mess of our foreign relations. The Senate may show more sense and decide to do as not to array all Europe against us. But it is plain enough that if we expect to have the Monroe doctrine respected we must assert it with more vigour, and if we expect to sustain it we must use ordinary prudence in other directions.

THE REMOUNT SCANDAL.
Mr. Ernest Williams returns to the charge of "utter want of businesslike administrative capacity on the part of the Government" in the January Windsor, and selects the Remount Scandal for special attack. This is his succinct account of the prime *Adieu*:—

"During the early, dark days of the war, when the need for largely reinforcing the troops in South Africa became pressing, the War Office delegated some of its work to an Imperial Yeomanry Committee. This Committee was charged with the purchase of horses for the Yeomanry. The work was placed particularly in the hands of Colonel St. Quintin, who, having no information of his own at his command, asked Captain Hartigan if he knew where horses could be obtained. Captain Hartigan produced one Lewison, having first arranged with him for a 2½ per cent. commission. Lewison obtained a contract for 1,000 horses from Hungary, to be delivered free on board at Fiume, at £25 each, a figure which is only paid for the best cavalry mounts. A somewhat similar contract had been made with another man named Banucci. Lewison bought Banucci's contract for £2,000, subsequently reduced to £7,000, as the War Office Committee by this time had induced Lewison to accept £23,168, 8d. instead of £25. Lewison, who was not himself a horse-dealer, or in a position to buy horses directly, went to Vienna, and there met a dealer named Hanner, with whom he contracted for the horses at £22 per head, delivered at a place called Srobadka. The transport charges thence to Fiume were about £2 per head. Hanner bought the horses for from £20 to £12 per head, and some, it is said, for £8 or £7. Now see what this comes to. If we allow £10 per horse and £4 for transport, the Government was buying for £34. 6s. 8d. animals for which it should not have paid more than £14, delivered at the port of embarkation. A month later Lewison was given another contract, for 2,900 cobs at £26; and when Colonel St. Quintin was asked to justify the difference, he said that in the interval he had learned something about prices.

Mr. Williams passes on to the enormous expense of the transport of these over-priced animals—£18 a head was paid by the Government, when £8, 10s. was all that private contractors paid. He lays stress on the sinister fact that all the contracts were made with one firm. The War Office, in its purchase of horses, had evidently no information of its own; it also refused the information and assistance of civilian experts, and calmly ignored the military attaches in Austria and America, whose advice would have been invaluable. Mr. Williams approves Sir Blundell Maple's suggestion that a Commercial Board should be appointed at the War Office to deal with all contracts.

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IS BRITISH COMMERCE ON THE DECLINE?

In the September number of the *Fortnightly Review* Mr. J. Holt Schoelling addressed an "Open Letter to the Working Men of Great Britain." To this "A British Workman" replies in the new number of the *Fortnightly*, and in the course of half-a-dozen pages puts the counter case to Mr. Schoelling very effectively. The "British Workman" begins by traversing Mr. Schoelling's assertion that British trade is on the decline. He replies that we have every confidence that British commerce is not on the decline. In support of this assertion he quotes from the official statistics the figures relating to exports of hardware and cutlery, industries which have been subjected to the most constant competition.

For the first nine months of the year 1900 our exports of hardware were valued at £1,093,052, for the same period of the year 1901 the value was £1,058,673, while the figures given for the first nine months of the present year show exports of hardware amounting to £1,126,406.

The figures given for the same periods for exports of cutlery are as follows:—In the year 1900 the value was £467,169; in 1901, £464,559; and in 1902, £479,444.

The returns for shipbuilding are even more remarkable, for in the last three years the increase of the tonnage of ships built over the tonnage of the last three years of the previous ten was 94,726 tons, or more than the total tonnage built in 1883. The export of steam engines shows an increase this year of 14 per cent. over the nine months' exports of 1901, and 12 per cent. more than the exports of 1900. If British trade is falling off, the "British Workman" contends that it is not to be explained by any diminution of energy among his fellows. In support of this he gives some remarkable statistics. In 1895 the average output of coal was 270 tons per man per year. In 1896 it rose to 282 tons per man per year. The "British Workman" admits, however, that there may be something in the accusation in relation to other workers, for he asserts that the worker has lost interest in his work because specialisation has reduced him from the position of a skilled artisan to that of a mere human machine. Supervision has been increased of late by 25 per cent., and it has often been of a kind which has increased the distaste of the workman for labour. Nevertheless, with all his faults, says this writer, there is no workman so reliable, so capable, or so energetic as the Britisher.

Why, then, is John Bull losing ground in the neutral markets? Because, says the "British Workman," what with mining rights and royalties, preferential railway rates and shipping rates, and other grievances, John Bull's position is that of the scotch-man in a sprint handicap. He then quotes figures which Sir Christopher Furness has also quoted as to the exceedingly heavy royalties charged on pig-iron in England and Scotland as compared with foreign countries. The railways, he says, cost £42,000 per mile in Great Britain as against £13,000 in the United States and £21,000 in Germany. The cause of this was that the railways had to pay in England so much for the land that the cost of construction was double and treble that elsewhere. An Atlantic liner in a journey to America and back consumes 4,100 tons of coal. The royalties paid on this quantity equal £200, or more than the total wages paid to the crew. It requires £100 worth of labour to produce 600 tons of pig-iron. The royalty is about twice that sum. Put commercial royalties on the same footing as those of Germany, and the result will astonish the world. Preferential railway rates also handicap the British producer. Finally, the "British Workman" roundly denies that there is a particle of evidence to show that the British workman drinks twice as much intoxicants as the foreigner.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf are marked 3, together with the number denoting the section.

- 1. From Green Island to the Harbour Master's.
- 2. From Harbour Master's to Blake Pier.
- 3. From Blake Pier to Naval Yard.
- 4. From Naval Yard to East Point.

| INATION | VESSEL'S NAME | FLAG & REG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|--------------------------------------|------------------|------------|-------|----------------------|-----------------------------|----------------------------|
| LONDON & ANTWERP, VIA SINGAPORE, &c. | BANCA | Brit. str. | --- | E. P. Martin, R.N.E. | P. & O. S. N. Co. | On 4th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | DIONIS | Brit. str. | --- | --- | --- | On 7th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | MACHAN | Brit. str. | --- | --- | --- | On 17th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KISTUOK | Brit. str. | --- | --- | --- | On 31st inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | PINGSUY | Brit. str. | --- | --- | --- | On 14th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | JASON | Brit. str. | --- | --- | --- | On 24th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | NESTOR | Brit. str. | --- | --- | --- | On 24th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | DEUCALION | Brit. str. | --- | --- | --- | On 24th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | HAKATA MARU | Jap. str. | --- | F. L. Sommer | NIPPON YUSEN KAISHA | On 23rd inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ANNAM | Pres. str. | --- | Girard | MESSAGERIES MARITIMES | On 7th inst. at Daylight. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | AWA MARU | Jap. str. | --- | N. Trent | NIPPON YUSEN KAISHA | On 10th inst. at 11 A.M. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | PREUSSEN | Ger. str. | 2 m. | E. Prehn | MELCHERS & CO. | On 21st inst. at Daylight. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | C. FERRI LARSEN | Ger. str. | --- | Fuchs | MELCHERS & CO. | On 4th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ANDALUSIA | Ger. str. | --- | von Doehren | HAMBURG-AMERIKA LINIE | To-morrow. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | BAMBERG | Ger. str. | --- | Krieger | HAMBURG-AMERIKA LINIE | On 17th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KONIGSBERG | Ger. str. | --- | Schmidt | HAMBURG-AMERIKA LINIE | On 28th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SAMBA | Ger. str. | --- | Brehmer | HAMBURG-AMERIKA LINIE | On 7th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SAXONIA | Ger. str. | --- | Jager | HAMBURG-AMERIKA LINIE | On 21st inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KOREA | Rus. str. | --- | Poratitz | HAMBURG-AMERIKA LINIE | On 5th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | NIPPON | Ans. str. | --- | Klausberger | MELCHERS & CO. | On 19th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SHIMOSU | Brit. str. | --- | --- | --- | On or about 2nd inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | EMPEROR OF JAPAN | Brit. str. | 2 m. | --- | --- | On 3rd inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ATHENIAN | Brit. str. | 2 m. | --- | --- | On 2nd inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | LYRA | Brit. str. | --- | --- | --- | On 10th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | AKI MARU | Jap. str. | --- | J. W. Fekstrand | NIPPON YUSEN KAISHA | On 10th inst. at 4 P.M. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | OSAKA | Brit. str. | --- | --- | --- | On 23rd inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SHANGHAI MARU | Brit. str. | 2 m. | W. Thompson | PORTLAND & ASIATIC S.S. CO. | On 24th inst. at 4 P.M. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | CHANGHIA | Brit. str. | --- | --- | --- | On 18th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | CHANGHIA | Brit. str. | 2 m. | --- | --- | On 11th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | EMPIRE | Brit. str. | --- | --- | --- | On 10th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | JAVA | Brit. str. | --- | G. W. Gordon, R.N.E. | P. & O. S. N. Co. | On or about 8th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | HIROSHIMA MARU | Jap. str. | --- | J. Nagao | NIPPON YUSEN KAISHA | On 30th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SAVOIA | Ger. str. | --- | Robbebaum | HAMBURG-AMERIKA LINIE | On 5th inst. at Daylight. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | HITACHI MARU | Jap. str. | --- | J. Campbell | NIPPON YUSEN KAISHA | On 13th inst. at Daylight. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | CHINGTUNG | Brit. str. | --- | --- | --- | On 16th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | IZUMI MARU | Jap. str. | --- | M. Yagi | NIPPON YUSEN KAISHA | On 17th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | YAWATA MARU | Jap. str. | --- | A. E. Moses | NIPPON YUSEN KAISHA | On 25th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KWEIYANG | Brit. str. | --- | --- | --- | On 21st inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SECHUEN | Brit. str. | 2 m. | --- | --- | On 4th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SINGAN | Brit. str. | --- | --- | --- | On 4th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ICHANG | Brit. str. | --- | --- | --- | On 5th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | MASSACHUSETTS | Brit. str. | --- | G. Phillips, R.N.E. | P. & O. S. N. Co. | On or about 28th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KWEIYANG | Brit. str. | 2 m. | --- | --- | To-morrow. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | DAI NIPPON | Jap. str. | 1 m. | Meyer | HAMBURG-AMERIKA LINIE | On 15th inst. at Daylight. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | MAIZURU MARU | Jap. str. | 1 m. | T. W. Groves | OSAKA SHOSHEN KAISHA | On 8th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ANPING MARU | Jap. str. | 1 m. | T. Saito | OSAKA SHOSHEN KAISHA | On 4th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KWEIYANG | Brit. str. | --- | I. Goto | OSAKA SHOSHEN KAISHA | On 11th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SHANTUNG | Brit. str. | --- | --- | --- | On 4th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | THALES | Brit. str. | 2 h. | Robson | DOUGLAS LARSEN & CO. | On 7th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KALFONIA | Brit. str. | --- | --- | --- | To-morrow, at 9 A.M. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ROSETTA MARU | Jap. str. | 2 m. | N. Tate | BUTTERFIELD & SWIRE | On 7th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SUNGAR | Brit. str. | --- | --- | --- | On 11th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | CHANGHIA | Brit. str. | --- | --- | --- | On 11th inst. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | ZAPHO | Brit. str. | 2 m. | E. Redgar | BUTTERFIELD & SWIRE | On 6th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | RYUN | Brit. str. | --- | --- | --- | On 18th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | SANDAKAN | Ger. str. | 2 m. | L. W. Almond | SHEWAN, TOMES & CO. | On 18th inst. at Noon. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | GEORGE APGAR | Brit. str. | --- | Schmidt | MELCHERS & CO. | Quick despatch. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | TIEN-TSIN | Brit. str. | --- | J. G. O'Brien | DAVID SASSON & CO., LD. | On 5th inst. at 3 P.M. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | KINSHU MARU | Jap. str. | 2 m. | F. W. Cooke, R.N.E. | NIPPON YUSEN KAISHA | On 4th inst. at 4 P.M. |
| LONDON & ANTWERP, VIA SINGAPORE, &c. | BOMBAY MARU | Jap. str. | --- | T. Murai | NIPPON YUSEN KAISHA | On 24th inst. at Noon. |

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STRAIMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STRAIMERS | DESTINATIONS | SAILING DATES |
|---------------------|--------------|----------------------|
| PREUSSEN | HAMBURG | WEDNESDAY 18th March |
| PRINZ HEINRICH | HAMBURG | WEDNESDAY 18th March |
| SACHSEN | HAMBURG | WEDNESDAY 18th March |
| KLAUSCHOU | HAMBURG | WEDNESDAY 18th March |
| BAYERN | HAMBURG | WEDNESDAY 18th March |
| ZIETEN | HAMBURG | WEDNESDAY 18th March |
| PRINZ REG. LUITPOLD | HAMBURG | THURSDAY 19th March |
| ROON | HAMBURG | THURSDAY 19th March |
| PREUSSEN | HAMBURG | THURSDAY 19th March |
| HAMBURG | HAMBURG | THURSDAY 19th March |
| PRINZ HEINRICH | HAMBURG | THURSDAY 19th March |

ON WEDNESDAY, the 4th day of March, 1903, at Noon, the Steamship "PREUSSEN," of the Norddeutscher Lloyd, Captain E. Prehn, with PASSENGERS, SPECIE AND CARGO, will leave this Port for HAMBURG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, and HAMBURG. Shipping Orders will be granted till Noon on MONDAY, the 2nd March, Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 3rd March, and will be received at the Agency's Office until Noon on TUESDAY, the 3rd March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., AGENTS. Hongkong, 26th February, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, THISTLE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

| STRAIMERS | DESTINATIONS | SAILING DATES |
|-----------------|--------------|-------------------------------------|
| C. FERRI LARSEN | HAMBURG | On 3rd Mar. Freight. |
| ANDALUSIA | HAMBURG | On 17th Mar. Freight. |
| BAMBERG | HAMBURG | On 28th Mar. Freight. |
| Capt. Krieger | HAMBURG | On 7th April. Freight & Passengers. |
| KONIGSBERG | HAMBURG | On 21st April. Freight. |
| SAMBA | HAMBURG | On 5th May. Freight. |
| SAXONIA | HAMBURG | On 19th May. Freight. |

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

PORTLAND & ASIATIC STEAMSHIP CO.

Proposed Sailings from Hongkong via MOI, KOBE, PORTLAND, OREGON AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

| STEAMSHIP | TONS. | CAPTAIN | TO SAIL ON |
|--------------|-------|---------------------|-------------------|
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | February 28, 1903 |
| "INDRASAMBA" | 5,197 | J. P. Craven | March 16, 1903 |
| "INDRAVELLI" | 4,899 | W. E. Craven | April 16, 1903 |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to ALLAN CAMERON, GENERAL AGENT. Hongkong, 14th February, 1903.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| STRAIMERS | DESTINATIONS | SAILING DATES |
|----------------|--|---------------------------------|
| KINSHU MARU | BOMBAY, VIA SINGAPORE and COLOMBO | WEDNESDAY 4th Mar. at 4 P.M. |
| F. L. Tyne | MAESEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID | SATURDAY 7th Mar. at DAYLIGHT. |
| HAKATA MARU | F. Sommer | --- |
| AKI MARU | J. W. Ekstrand | TUESDAY 10th Mar. at 4 P.M. |
| HITACHI MARU | J. Campbell | FRIDAY 13th Mar. at DAYLIGHT. |
| IZUMI MARU | M. Yagi | TUESDAY 17th Mar. at Noon. |
| HIROSHIMA MARU | J. Nagao | FRIDAY 20th Mar. at Noon. |
| AWA MARU | N. Trent | SATURDAY 21st Mar. at DAYLIGHT. |
| BOMBAY MARU | T. Murai | TUESDAY 24th Mar. at Noon. |
| SHINANO MARU | W. Thompson | TUESDAY 24th Mar. at 4 P.M. |
| YAWATA MARU | A. E. Moses | WEDNESDAY 25th Mar. at Noon. |

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between MOI and Kobe, 1st and 2nd Class through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passenger, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chase Road. A. S. MIHARA, Manager.

WING ON STEAMSHIP COMPANY. HONGKONG-MACAO LINE. S.S. "CHU KONG" (Captain Macon).

DEPARTURES from Hongkong to Macao daily at 9 A.M. (Sunday included). Departures from Macao to Hongkong daily at 5 P.M. (Sunday included). This steamer is the fastest and has superior Cabin accommodation. FARES: 1st Class \$2.00, 2nd " 1.00, 3rd " 0.50. Further Particulars may be obtained at the Office of the WING ON STEAMSHIP CO., No. 42, Bonham Strand West. Hongkong, 25th February, 1903.

CHINA NAVIGATION CO., LIMITED. HONGKONG—MANILA. REDUCED SALOON PASSAGE MONEY, SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON ON BOARD. BUTTERFIELD & SWIRE AGENTS. Hongkong, 9th January, 1903.

NORTHERN PACIFIC STEAMSHIP CO. BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

| Steamer | Captain | Tons | Sailing Date |
|----------|-----------|-------|--------------|
| LYRA | William | 4,417 | March 10th |
| VICTORIA | J. Pantou | 3,502 | March 17th |
| HYADES | G. Wright | 3,753 | March 24th |

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE. Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada. For further information as to Freight or Passage, apply to DODWELL & COMPANY, LIMITED, GENERAL AGENTS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. "Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots. SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC. PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

| R.M.S. | Tons | SAILING DATE |
|----------------------------|-------|----------------------|
| "EMPERESS OF JAPAN" | 6,000 | WEDNESDAY, 11th Mar. |
| R.M.S. "ATHENIAN" | 3,882 | WEDNESDAY, 18th Mar. |
| R.M.S. "EMPERESS OF CHINA" | 6,000 | WEDNESDAY, 18th Mar. |
| R.M.S. "EMPERESS OF INDIA" | 6,000 | WEDNESDAY, 25th Mar. |
| R.M.S. "TARTAR" | 4,425 | WEDNESDAY, 6th May |
| R.M.S. "EMPERESS OF JAPAN" | 6,000 | WEDNESDAY, 13th May |
| R.M.S. "ATHENIAN" | 3,882 | WEDNESDAY, 27th May |
| R.M.S. "EMPERESS OF CHINA" | 6,000 | WEDNESDAY, 3rd June |
| R.M.S. "EMPERESS OF INDIA" | 6,000 | WEDNESDAY, 24th June |
| R.M.S. "EMPERESS OF JAPAN" | 6,000 | WEDNESDAY, 14th July |

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through the Inland Sea of Japan, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled. For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. K. BROWN, General Agent, Pedder Street.

KWANGLOO, Chinese str., for Shanghai. LAHORE, Norwegian str., for Canton. LEONIDAS, British str., for Manila. SANDAKAN, German str., for Sandakan. VICTORIA, Swedish str., for Amoy. WINGANG, British str., for Singapore. WAKAMATSU MARU, Japanese str., for Moji. 1st March. ANDRER RICKER, Ger. str., for Bangkok. CHOW, German str., for Hongkong. CAWATL, German str., for Bangkok. DAJIN MARU, Japanese str., for Swatow. HATTAN, British str., for Swatow. INDIANAPOLIS, British str., for Portland, Or. MARIA RICKER, German str., for Wuhu. TAISHAN, British str., for Amoy. 28th February.

ARRIVALS.

Feb. 27, EMMA LUYKEN, German str., 1,110. Manila, Saigon 23rd February, Rice.—EAST ASIATIC TRADING CO. Feb. 27, HAITAR, British str., 1,168. Roach Swatow 27th Feb. General.—DOUGLAS LARSEN & CO. Feb. 27, HONOR, British str., 2,056. Feb. 28, SINGAPORE 21st Feb. General.—CHIN-KE. Feb. 28, BOMBAY MARU, Japanese str., 3,383. T. Murai, Bombay 2nd Feb. General.—NIPPON YUSEN KAISHA. Feb. 28, FUKU MARU, Japanese str., 1,825. K. Ito, Moji 24th February, Coal.—DODWELL & CO., LD. Feb. 28, GAELIC, British str., 2,691. Wm. Finch, San Francisco 28th Feb. and Manila 10th Feb. General.—O & O S. S. CO. Feb. 28, GLENGYLE, British str., 2,244. T. Darke, K.M.S. Shanghai 24th February, General.—MELCHERS & CO. Feb. 28, HALLS, Norwegian str., 1,100. Jensen, Penang and Tauran 24th Feb. General.—CHINESE. Feb. 28, KANTUCK, British str., 2,881. D. Robinson, Singapore 21st Feb. General.—BUTTERFIELD & SWIRE. Feb. 28, KWEIYANG, British steamer, 1,062. G. Hooker, Hoilo 14th Feb. General.—BUTTERFIELD & SWIRE. Feb. 28, MONGKUT, German str., 1,354. Getsebe, Bangkok 20th February, Rice.—BUTTERFIELD & SWIRE. Feb. 28, ROSE, British ship, 780. Pow, Fremantle 1st November, sandalwood.—ORDIE. Feb. 28, LIVERPOOL, German str., 1,253. Th. Leimund, Shanghai 25th February, Rice.—SEIMSEN & CO. Feb. 28, MAIZURU MARU, Japanese str., 1,677. T. Saito, Amoy 2nd Feb. and Swatow 19th February, General.—O. S. KAISHA. Feb. 28, AHSAN, British str., 887. W. Palmer Baker, Choro 23rd February, General.—JARDINE, MATTHEWS & CO. Mar. 1, AHSAN, British str., 2,300. S. John George, Kobe 4th Feb. Coal.—GIVE LIVERPOOL & CO. Mar. 1, GLKNPARG, British str., 2,250. H. L. Holman, Singapore 21st Feb. General.—MELCHERS & CO. Mar. 1, KINAI MARU, Japanese str., 1,498. K. Jara, from Moji, Coal.—M. B. KAISHA. Mar. 1, KINSHU MARU, Japanese str., 2,389. F. D. Pyne, Shanghai 26th Feb. General.—NIPPON YUSEN KAISHA. Mar. 1, PHANANG, German str., 1,012. von Mangelsdorf, Bangkok 22nd February, Rice.—BUTTERFIELD & SWIRE. Mar. 1, SUKANO, British str., 1,776. James Young, Calcutta and Singapore 22nd Feb. Opium and General.—JARDINE, MATTHEWS & CO. Mar. 1, THALES, British str., 823. A. J. Robson, Swatow 28th February, General.—DOUGLAS LARSEN & CO. Mar. 1, WONGKOL, German str., 1,115. W. Reher, Swatow 28th February, Rice.—BUTTERFIELD & SWIRE.

VESSELS ON THE BERTH

NORDDEUTSCHER LLOYD, BREMEN. NOTICE.

STEAM FORKUDAT & SANDAKAN. Taking Cargo at through rates to TAYAO, LABAD DATU and LABUAN. H. Company's Steamship. "SANDAKAN." Captain Schuur will be ready to load for the above ports on the 29th instant. For Freight or Passage, apply to MELCHERS & CO., Agents. Hongkong, 26th February, 1903.

HONGKONG-MACAO LINE. S.S. "WING CHAI."

Captain T. Austin, R.N.E. DAILY Departure from Hongkong to Macao at 8 A.M. from Macao to Hongkong at 2 P.M. Sunday included. 1st Class fare (including cabin and servant), \$3; return ticket, \$5. 2nd Class, \$1.50; return ticket, \$2.50. 3rd Class, \$1. Superior cabin accommodation. Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf. The steamer will NOT RUN from 2nd to 6th MARCH, both days inclusive. For Freight, &c., apply to—WING ON STEAMSHIP CO., LD., 42, Bonham Strand West. Hongkong, 25th February, 1903.

SHIPPING.

ARRIVALS.

Feb. 27, EMMA LUYKEN, German str., 1,110. Manila, Saigon 23rd February, Rice.—EAST ASIATIC TRADING CO. Feb. 27, HAITAR, British str., 1,168. Roach Swatow 27th Feb. General.—DOUGLAS LARSEN & CO. Feb. 27, HONOR, British str., 2,056. Feb. 28, SINGAPORE 21st Feb. General.—CHIN-KE. Feb. 28, BOMBAY MARU, Japanese str., 3,383. T. Murai, Bombay 2nd Feb. General.—NIPPON YUSEN KAISHA. Feb. 28, FUKU MARU, Japanese str., 1,825. K. Ito, Moji 24th February, Coal.—DODWELL & CO., LD. Feb. 28, GAELIC, British str., 2,691. Wm. Finch, San Francisco 28th Feb. and Manila 10th Feb. General.—O & O S. S. CO. Feb. 28, GLENGYLE, British str., 2,244. T. Darke, K.M.S. Shanghai 24th February, General.—MELCHERS & CO. Feb. 28, HALLS, Norwegian str., 1,100. Jensen, Penang and Tauran 24th Feb. General.—CHINESE. Feb. 28, KANTUCK, British str., 2,881. D. Robinson, Singapore 21st Feb. General.—BUTTERFIELD & SWIRE. Feb. 28, KWEIYANG, British steamer, 1,062. G. Hooker, Ho

OCEAN STEAM SHIP CO., LD AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

| OUTWARDS. | | |
|-----------------------|------------|-------------------|
| FROM | STEAMERS | DUE |
| GLASGOW and LIVERPOOL | "KINTUCK" | On 27th February. |
| GLASGOW and LIVERPOOL | "GLAUCUS" | On 6th March. |
| GLASGOW and LIVERPOOL | "PINGSUBY" | On 11th March. |
| GLASGOW and LIVERPOOL | "OANFA" | On 21st March. |
| GLASGOW and LIVERPOOL | "MENELAUS" | On 25th March. |

| HOMEWARDS. | | |
|------------------|------------|----------------|
| FOR | STEAMERS | TO RAIL |
| LONDON VIA GENOA | "DIOMED" | On 7th March. |
| LONDON | "MACHAON" | On 17th March. |
| LONDON VIA GENOA | "KINPUCK" | On 31st March. |
| LONDON | "PINGSUBY" | On 14th April. |
| LONDON | "JASON" | On 28th April. |

| LIVERPOOL BERTH. | | |
|---------------------|-------------|----------------|
| FOR | STEAMERS | TO RAIL |
| LIVERPOOL | "NESTOR" | On 24th March. |
| LIVERPOOL VIA GENOA | "DEUCALION" | On 23rd April. |

CONTINENTAL BERTH.
MARSEILLES and ANTWERP

| TRANS-PACIFIC SERVICE. | | |
|---|----------|----------------|
| FOR | STEAMERS | TO RAIL |
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | "OANFA" | On 23rd March. |

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 28th February, 1903. [10-12]

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO RAIL |
|---|-------------|----------------|
| SHANGHAI | "KWEILIN" | On 3rd March. |
| AMOI and MANILA | "KWEIYANG" | On 4th March. |
| SHANGHAI | "SINGAN" | On 4th March. |
| CHINKIANG | "SZCHUEN" | On 4th March. |
| SHANGHAI | "ICHANG" | On 5th March. |
| AMOI, SAMARANG and SOERABAYA | "SHANTUNG" | On 7th March. |
| CEBU and ILOILO | "KAIFONG" | On 7th March. |
| MANILA | "SUNGKIANG" | On 11th March. |
| MANILA | "CHANGSHA" | On 11th March. |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | On 11th March. |
| KOBE | "CHINGTU" | On 16th March. |
| TIENSIN | "KWEIYANG" | On 21st March. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, a daily qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 2nd March, 1903. [11]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| STEAMSHIP | TONS | CAPTAIN | FOR | SAILING DATE. |
|-----------|------|--------------|----------------|------------------------|
| ZAFIRO | 2540 | R. Rodger | Manila Direct. | On 6th Mar., at Noon. |
| RUBI | 2540 | H. W. Almond | Manila Direct. | On 13th Mar., at Noon. |
| PERLA | 1880 | J. McGinty | | |

For Freight or Passage, apply to
SHewan, TOMES & CO.,
GENERAL MANAGERS.
Hongkong, 28th February, 1903. [17]

OSAKA SHOSEN KAISHA.

| PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION. | | |
|--|-----------------|------------------------|
| FOR | STEAMERS | LEAVING |
| TAMU, VIA SWATOW | "DAIGI MARU" | SUNDAY, 8th March. |
| AND AMOI | "T. W. GLOVIS" | |
| ANPING, VIA SWATOW | "MAIDZURU MARU" | WEDNESDAY, 4th March. |
| AND AMOI | "T. SAKU" | |
| FOOCHOW, VIA SWATOW | "ANPING MARU" | WEDNESDAY, 11th March. |
| AND AMOI | "I. GOTO" | |

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a daily qualified doctor is carried.
All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.
Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.
For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.
Hongkong, 28th February, 1903. T. ARIMA, Manager. [15]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL ON | REMARKS. |
|--|------------------------|---------------------|---------------------|
| SHANGHAI and KOBE | "MAZAGON" | About 28th February | Freight only. |
| LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES | "BANCA" | Noon, 4th March | Freight only. |
| SINGAPORE, COLOMBO and BOMBAY | "TIENTSIN" | About 6th March | Freight only. |
| YOKOHAMA, VIA SHANGHAI | "JAYA" | About 8th March | Freight or Passage. |
| HAI, MOJI, and KOBE (Passing through the Inland Sea) | "G. W. GORDON, R.N.R." | March | |

PASSENGER SEASON 1903.
For MARSEILLES, PLYMOUTH and LONDON DIRECT.....MALTA.....28th March
WITHOUT TRANSIT.....
For further Particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 27th February, 1903. [1]

TOYO KISEN KAISHA MANILA LINE.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

| Steamship | Captain | Tons | Sailing Date. |
|--------------|--------------|------|-------------------------------|
| ROSETTA MARU | N. Tate | 3876 | Tuesday, 3rd March, at Noon. |
| BOHILLA MARU | E. P. Bishop | 3869 | Saturday, 7th March, at Noon. |

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 25th February, 1903. K. NAKASHIMA, Manager. [478]

FOR KOBE, NAGASAKI AND VLADIVOSTOK.

THE Steamship

"SAVOIA"
Captain Rebbelmann, will be despatched for the above ports on THURSDAY, the 5th March, at DAYLIGHT.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.
For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 16th February, 1903. [559]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.
"SHIMOSA" ... About 5th March.
"THORIS" ... 18th March.
"AFRIDI" ... 15th April.
"RICHMOND CASTLE" ... 30th April.
"SAGAMI" ... 15th May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 28th February, 1903. [5494]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 10th March, 1903, at 11 A.M., the Company's Steamship "ANNAM," Captain Girard, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 9th March. Specie and Parcels received until 4 P.M., on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.
G. DE CHAMPEAUX,
Agent.
Hongkong, 25th February, 1903. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE"
Captain McArthur, will be despatched as above on THURSDAY, the 19th March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.
A stewardess and a daily qualified surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 25th February, 1903. [447]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, RANGOON, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the Brazils, to SOUTH AMERICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)
THE Company's Steamship

"NI PON"

Captain Klausegger, will be despatched as above on SATURDAY, the 21st March.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 26th February, 1903. [3]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with LLOYD'S CHINA STEAM NAVIGATION CO.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.
Hongkong, 25th February, 1903. K. NAKASHIMA, Manager. [478]

THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

FOR HAVRE, COPENHAGEN AND BALTIC PORTS.

THE Russian Steamer

"KOREA"
Captain Pernitz, will leave for the above ports on or about the 2nd March.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 23rd February, 1903. [456]

FOR SHANGHAI, CHEWULPO, DALNY AND PORT ARTHUR.

THE Steamship

"SULLBERG"
Captain Meyer, will be despatched for the above ports on SUNDAY, the 15th March, at DAYLIGHT.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 27th February, 1903. [670]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—
LOTHAIR, Italian barque, A. M. Schiaffino.—Order.
Rose, British barque, Thomas Pow.—Stimson & Co.
SHIMOSA, British str., E. A. Chaplain.—Dodwell & Co., Ltd.

PRINTING OF ALL KINDS at the most moderate prices at

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All proofs are read and all work supervised by Englishmen. Always equal and generally superior to that done anywhere else. Estimates given.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship

"INABA MARU"
having arrived from the above Ports, Consignees of general Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-morrow, 27th inst.

Goods not cleared by the 5th prox. will be subject to rent.
All ship-damaged packages must be left in the Godowns and notices of same sent to this Office before the 8th prox., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 26th February, 1903. [674]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK, VIA SUEZ CANAL
THE Company's Steamship

"INDRAMAYO"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd March, at 10 A.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO.,
Agents.
Hongkong, 25th February, 1903. [650]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.
Cargo remaining on board after 4 P.M. of the 2nd March, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 27th February, 1903. [671]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MAZAGON,"
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th prox., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 27th February, 1903. [1]

ROYAL HONGKONG YACHT CLUB.

A GENERAL MEETING will be held on THURSDAY, 5th MARCH, at 6 P.M., in the CRICKET CLUB PAVILION, to consider the question of Amalgamating with the Hongkong Boat Club.

M. W. SLADE,
Secretary.
Hongkong, 26th February, 1903. [654]

COX SEED CO.

Vegetable Seeds, Tree Seeds, Flower Seeds, Ornamental Trees, Shade Trees, Fruit Trees, Small Trees. Exporters of Alfalfa, Clover and Grass Seeds and everything for the Garden. CATALOGUE FREE ON APPLICATION.

SEED GROWERS AND NURSERYMEN
411-415 SANSUNG ST., San Francisco, California.

Benger's

Food

For INFANTS, INVALIDS, and the AGED.

The Lancet describes it as "Mr. Benger's admirable preparation."

The British Medical Journal says: "Benger's Food has by excellence established a reputation of its own."

No further testimony is necessary.

BENGER'S FOOD is sold in Tins by Chemists, &c., everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickening of Pregnancy.

DINNEFORD'S MAGNESIA

A PERFECT BEVERAGE.

van Houten's Cocoa

is known and prized throughout the whole world for its high quality and delicious natural flavor.

van Houten's Cocoa

Best & Goes Farthest.

NOTICE.

THE ANNUAL DEVONIAN DINNER will be held at the HONGKONG CLUB on SATURDAY, 14th MARCH, at 8 o'clock P.M.

Any Devonians wishing to attend are requested to communicate with the undersigned.
MOWBRAY S. NORTHCOTE,
Hon. Secretary.
Hongkong, 21st February, 1903. [597]

NAVY CONTRACTS 1903-1904.

SEALED TENDERS, in duplicate, will be received by the VICTUALLING STORE OFFICER, H.M. Victualling Yard, until Noon, on THURSDAY, the 12th MARCH, for the undermentioned Articles:—
FRESH BEEF.
FRESH VEGETABLES.
FRESH POTATOES.
RICE 1 PATA.
RICE 2 CHINA (1st quality only).
MILK (Condensed, un-sweetened).
SUGAR.

Forms of Tender and other particulars are to be obtained at the Office of the VICTUALLING STORE OFFICER.
Samples to accompany Tenders.
The right to reject the lowest or any Tender is reserved.

JOHN CRONIN,
H.M. Victualling Store Officer.
H.M. Victualling Yard,
Hongkong, 25th February, 1903. [684]

"THE EAST OF ASIA."

(Published Quarterly.)
CONTAINING Articles of Special Interest. Profusely Illustrated, descriptive of the People, Customs, &c., of the Far East.

The kindly Press criticisms both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... \$1.50.
On Sale at "NORTH CHINA HERALD" OFFICE, Shanghai.

Messrs. KELLY & WALSH, Hongkong.

and all leading Bookellers in the Far East.
Hongkong, 14th February, 1903. [53]

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W.
J. W. KEW,
Manager.
1st Floor, 37, Caninaught Road.
Hongkong, 13th June, 1902. 3336

GRIMAULT'S SARSAPARILLA

A TRUE BLOOD PURIFIER

CLEANSE YOUR BLOOD

WITH GRIMAULT & CO'S SARSAPARILLA!

For eruptions, scrofula, boils, ulcers, sores, carbuncles, pimples, blotches, and all disorders originating in vitiated blood, this medicine is the most reliable and most economical and contains no mercury or dangerous minerals. No other blood-purifier gives equal satisfaction or is so universally in demand.

GRIMAULT & CO
8, rue Vivienne, PARIS (France)
Sold by all dealers.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sickening of Pregnancy.

